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The Hongkong Telegraph

FOUNDED 1861 六拜禮 號十二月一十英港香 SATURDAY, NOVEMBER 20, 1926. 日六十月十 1926 PER ANNUM SINGLE COPY 10 CENTS

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QUEEN'S RD. PANIC

OLD FIRE BUILDING IN DANGER.

TENANTS' HURRIED EXIT.

Cracks which developed in a verandah pillar caused the hurried evacuation, at 7.30 last night, of the inmates from seven houses and shops which comprise the block some years ago housing the Fire Brigade headquarters at the corner of Queen's Road Central and Wellington Street.

At a busy time last night, when the shops on the ground floors of this block were still open to business, an alarming crackling sound was heard, followed by the dropping of a signboard into the street, as old bricks crumbled away from the central pillar under the verandah. The column itself took on a rakish angle, and there was panic and confusion as the alarm was spread and the inmates from the upper floors rushed pell-mell into the street.

SHORING OPERATIONS.

Police constables arriving on the scene took charge of the situation, regulated the evacuation in more or less orderly fashion, while P.W.D. men who had been summoned post-haste to the scene began shoring operations, commencing with the most affected part.

By ten o'clock this morning, when a *Telegraph* representative visited the scene, all the houses and shops had been evacuated. There were no casualties.

EIGHTY YEARS OLD.

Reputed to be at least 80 years old, and dating back to the time of early British occupation of the Colony, the block, which is of three storeys, served a period of public usefulness as the first headquarters of the Fire Brigade until the natural expansion of the Colony resulted in the removal of the fire equipment and men to more modern and commodious quarters in Stephen's Building. It was in December, 1922, that the Brigade moved out, and the building, we understand, is owned by Sir Robert Ho Tung.

PRESS CABLE RATES.

IMPORTANT REPRESENTATIONS.

London, Nov. 19.
A deputation of the Empire Press Union headed by Lord Burnham, waited on the Communications Committee of the Imperial Conference this afternoon and submitted a Memorandum emphasising the necessity of a reduction of cable and wireless press rates within the Empire.
The speakers, besides Lord Burnham, included Sir Robert Donald, Sir Roderick Jones, Sir Stanley Reed, Mr. Francis Brodie Roles and Mr. Taylor Darbyshire. Mr. Amery and Mr. Bruce responded most sympathetically and promised most careful consideration of the representations.—*Reuter.*

STEEL WITHOUT SMELTING.

GERMAN CHINESE PROCESS.

Berlin, Nov. 19.
The German Dye Trust has patented a new chemical process of making steel without smelting. It is claimed that the steel is cheaper, harder, more elastic and without the impurities unavoidable in ordinary steel. It is hoped thereby that the German industry will be able to compete in the international market.—*Reuter.*

THE CANTON BOYCOTT MOVEMENT.

EXTREMISTS ARREST NEW UNION MEN.

INTIMIDATION RIFE.

A Chinese report from Canton states that the extremists elements in the new boycott movement have succeeded in intimidating those who had decided to form a new body called the Wholesale Piece Goods Union for the purpose of resisting the movement for an extension of the boycott of British goods.

It appears that a body of pickets from the old Union, at the instigation of the extremist element visited Yeung Hong Street, where most of the piece goods shops are situated, and arrested a number of men who had been active in the plan to organise the new Union. The Boycott Extension Committee is seeking to induce the Shop Employees Union, the Stevedores Union and the Customs Brokers Union to join in the movement to keep out British goods.

A correspondent says that the silk industry has been adversely affected by the boycott conditions and the trade has fallen in value to such an extent that the authorities in Canton are of opinion that steps should be taken for its improvement. Under most favourable conditions the trade has totalled more than eighty million dollars a year, but in the past few years it has been less than half that amount.

COLONY'S FINANCES.

IMPROVEMENT DURING AUGUST.

The Colony's financial returns up to the end of August have now been issued, and they show an improvement as compared with the previous year. The credit balance at the end of the month was \$6,521,967, as against \$6,512,870 on July 31st.

Whilst there has been a shrinkage of nearly \$300,000 in revenue for the eight months of the current year, compared with the same period last year, an increase of more than this amount is recorded for the month of August. The total revenue for August was \$1,689,205, as compared with \$1,377,276 for the same month in 1925. The expenditure for the month was \$1,680,109, as against \$1,829,850 for August, 1925.

Taking the whole period from January 1st to August 31st, the revenue totals \$12,993,634, compared with \$16,348,517 last year, whilst the respective expenditure figures are \$14,585,149 and \$17,496,507.

"SUNNING" PIRATES.

HOSPITAL PATIENTS GETTING BETTER.

We learn from the Government Civil Hospital that there is steady improvement in the condition of the pirates who were taken off the Sunning and detained in hospital for treatment.

An improvement is also recorded in the case of the man who was previously stated to be in a very bad way, but who has since, quite unexpectedly, taken a turn for the better.

The condition of Mr. McCormack, the Chief Engineer, is as favourable as can be expected and he is progressing towards recovery.

None of the Chinese held on suspicion of taking part in the piracy have yet been charged at the Police Court.

RUSSIAN REVOLT.

A MOSCOW DENIAL.

Moscow, Nov. 19.
It is semi-officially stated that the reports of the alleged revolt near Pskoff are entirely fabricated.—*Reuter.*

EMPIRE ISSUES.

BASIS OF RELATIONS DEFINED.

AUTONOMOUS COMMUNITIES.

Rugby, Nov. 19.
The Imperial Conference this afternoon unanimously passed the report of the Inter-Imperial Relations Committee, upon which the Prime Ministers have been engaged almost continuously for the past month.

The important political issues referred to this Committee, included those of Dominions' status, the relations between the various parts of the Empire relations with foreign countries, the system of communication and the problem of securing closer consultation between Britain and various Dominions and India. These matters have been examined in the closest detail with the assistance of legal and other experts, under the Chairmanship of Lord Balfour, for whose services the Conference to-day expressed deep appreciation.

The report will be published in full to-morrow.—*British Wireless.*

THE CENTRAL BASIS.

London, Nov. 19.
Reuter learns that the question of Inter-Imperial relations has been finally settled by the adoption of a comprehensive resolution by the Premiers' Committee.

The Report is a document of from 8,000 to 10,000 words and takes the form of a single resolution covering all co-related subjects connected with Imperial relations. It is understood that the basis around which the whole Report centres, is the statement that Britain and the Dominions "are autonomous communities one to another and in any aspect of domestic and external affairs they are united by a common allegiance to the Crown and are freely associated as members of the British Commonwealth of Nations."—*Reuter.*

Rugby, Nov. 19.
The question of Overseas Settlement is exhaustively examined in the report of the Committee and a full Conference resolution to-day, approving the report, recognises that the problem of the re-distribution of the white population of the Empire to the best interests of the whole British Commonwealth is one of paramount importance, especially as between Britain on the one hand and Canada, Australia and New Zealand on the other. Satisfaction is expressed that the desired redistribution of population is being accelerated by the policy consistently pursued since its acceptance by the Conference in 1921, and the view of that Conference that that policy should be a permanent one, is endorsed. The Conference recognises it would be impracticable, owing to financial, economic and political considerations, to promote the mass movements of population, but is satisfied that by a continuous adherence to the present policy it should be possible steadily to increase the flow of population to those parts of the British Commonwealth where settlers are most needed for development and general security, and where they will find greatest opportunities.

The report points out that a successful policy of Overseas Settlement must be accompanied by the provision of adequate marketing facilities for settlers' produce. It particularly urges that steps be taken to stimulate the demand for Empire products within the Empire and in world markets. Regarding passages, the agreement under which in the present year, Canada received nearly 15,000 assisted emigrants, is to be renewed with certain amendments for two years.

The Australian representatives agreed to recommend free passages for women, accepted as domestic workers. Free passages for approved boys and girls and single women and passages for \$11 for all other approved migrants.—*(Continued on Page 16.)*

CANTON GOVERNMENT GIVES IN.

CONCESSIONS MADE TO WORKERS.

THE ARSENAL DISPUTE.

Our Canton correspondent states that the Government has agreed to accept most of the demands by the arsenal workers. A joint conference between the authorities and the workers' representatives is still proceeding on points of detail, but the former have already conceded many of the demands put forward.

It was intended to hold a big demonstration to-day (Saturday) to protest against the lock-out of the Arsenal workers, but this has been cancelled in view of the concessions made by the Government.

It is noteworthy that even the extremist element in the Labour Unions showed their willingness to join the disaffected workers in a protest against the Government action, the idea being to bring all sections of labour under the influence of the more powerful section of the Union organisations.

EDITOR'S DEATH.

LOSS TO ILLUSTRATED JOURNALISM.

London, Nov. 19.
The death is announced of Mr. Clement K. Shorter, a pioneer of illustrated journalism.—*Reuter.*

[The deceased left the Civil Service for journalism; was Editor of the *Illustrated London News*, has founded successfully the *Sketch*, *Sphere*, and *Teller*; and at the time of his death was editor of the *Sphere*. He was an authority on the life and works of the Brontës family and on the Napoleonic era. One of the founders of the Omar Khayyam Club, and an ex-president of the Johnson Club. He wrote delightfully of Buckinghamshire, and, in 1913, on "George Borrow and his Circle." Mr. Shorter visited U. S. A., 1919. His first wife was Dora Sigerson, the distinguished poet. Married Miss Banfield, 1920. Edited with rare ability Boswell's Life of Johnson, 1922. Edited a charming Norwich Edition of George Borrow's Works, 1923 and a volume of Brontë stories last year.]

BRITAIN & MANDATES.

A VERY OUTSPOKEN DOCUMENT.

Geneva, Nov. 19.
The British Government, replying to the famous questionnaire of the Mandates Commission, declares that the questionnaire was unnecessary and irreconcilable with the statutory principles of the Mandates Commission's duties. It argues that it is an incorrect and dangerous practice to grant audience to aggrieved petitioners inhabiting the mandated territories, and points out that British mandates are always ready to supply information on any petition submitted to the League.—*Reuter.*

BATAVIA REVOLT.

DUTCH CONFIDENCE.

Amsterdam, Nov. 19.
The Colonial Minister, Heer Koninghsberger, interviewed with reference to the insurrection in Batavia, resumed in the absence of official despatches that it was now only a question of sporadic happenings. The local Government were, apparently, masters of the situation. He emphasised that anxiety was needless regarding the reliability of local troops which were thoroughly dependable and ample to cope with the situation.—*Reuter.*

MINERS DIVIDE.

EXTREMISTS AND MODERATES.

COMPROMISE ADOPTED.

London, Nov. 19.
The figures of the voting were announced at the national conference of the Miners' Federation, held in private. The result was obtained by voting at lodge meetings, mostly by a show of hands, while the men who have resumed work were not allowed to vote.

In the debate on future policy to-day, the left-wing delegates advocated continued resistance, but the moderates did not conceal their belief that extremist tactics would wreck the Federation, and complained at the interference of left-wing propagandists in the districts during the voting.

Eventually the Conference adjourned to see whether the executive was able to make any recommendation. The Executive then had a two-and-a-half hours' discussion.

It was decided to send Mr. A. J. Cook to Russia in December, on the invitation of the Russian Trade Union Congress.—*Reuter.*

DISTRICT SETTLEMENTS.

After its meeting, the Executive recommended the Miners' Conference that the districts should negotiate settlements on the best terms possible.

The Conference divided into groups to consider their recommendations, to which Scotland and South Wales were chiefly opposed.

SAVING "NATIONAL PRINCIPLES."

Prior to adjourning the Delegate Conference carried a resolution, moved by South Wales, recommending all the districts immediately to open negotiations with employers in their respective districts with a view to arriving at agreements, but no district to enter on a final settlement until a national conference has been held to receive reports of all the negotiations.

The Executive is to meet to-morrow to decide the national principles which the districts shall endeavour to incorporate in the settlements.—*Reuter.*

10,000 MORE.

London, Nov. 19.
There were 376,374 miners working to-day, this being an increase of 10,344.—*Reuter.*

EMPIRE PREMIERS HONOURED.

KRUGER'S WAGGON FOR SOUTH AFRICA.

London, Nov. 19.
One of the most notable ceremonies in connection with the Imperial Conference took place to-day, this being the conferment of the Freedom of the City of London on the Premiers of South Africa, New Zealand and Newfoundland at the Guildhall.

At a subsequent luncheon at the Mansion House, the Lord Mayor offered General Hertzog President Kruger's travelling wagon which the late Lord Kitchener originally presented to Lord Bearted, ex-Lord Mayor of London, who later presented it to the city.

General Hertzog, in accepting the gift on behalf of South Africa, said: "This act of friendship and goodwill will be deeply appreciated for the motives inspiring it. The wagon existed in London as a proof of Britain's victory, will return to its old home as a proof that Britain has been defeated by friendship."—*(Cheer.)*

Referring to the Imperial Conference, General Hertzog said: "Our endeavours have been to build up and destroy. I leave London full of satisfaction. Our achievement will prove a lasting success and pleasure to us all, severally and jointly."—*Reuter.*

Bulls and Inners

From the Office Butts.

It would be far more practical at the present time if those overseas firms who send such elaborate catalogues to Hongkong residents, would send the money they cost instead.

There is no truth in the rumour that, with a bogey of 72, a competition has been arranged for the collecting of "floating" garbage indicators, with the following district handicaps:—Shek O minus 72, Repulse Bay minus 50, Cheung Chau plus 72!

Most appropriate that a nice Berg should arrive in the Colony during our cold weather.

It is not true that the local correspondent for a certain American newspaper immediately wired a "noose item" when he noticed our police dog catchers at work.

We have received no confirmation that the House of Detention in Garden Road will now be called the House of Comyns.

From *The Queen*—"A Charming Guest Home. Lexham Gardens. Constant hot water—Particulars Universal Aunts, Ltd., 192, Sloane Street." Charming nothing!

There's a rumour that the Hongkong Government is faced with a shortage of timber. Must be due to the construction of so many Fresh tables.

Judging by the numbers of ladies at last night's Interport smoker, the womenfolk are smoking their way into domains hitherto closed to them.

We've come to the conclusion that the real object of jazz is to enliven the waiter when he's jotting down the bill.

If they get many more Royal visitors in America, the United States Army will take the world championship for presenting arms.

About the only place where permanent wave experts can't earn a living is Zululand.

An explorer has found the place where Moses struck the rock and got water. But nothing is revealed as to the prophet's whereabouts when the light went out.

There's a craze in America now for buying up old suits of armour. But we thought most Americans owned an automobile, anyhow.

A wife charged with throwing a flat-iron at her husband pleaded that she was only trying to take the wrinkles out of his face.

Cheer up! A truckload of saxophones was recently destroyed in an American railway smash.

The latest definition of slow motion is a Scot signing a chit.

There is no truth in the rumour that a well-known local cricketer has received an invitation to tour Australia with his team of "performing rabbits."

An American newspaper states that acrobats are making a good living in that country. We've always been under the impression that they could make ends meet.

"A Secret Still" was the heading to a news item to the effect that whisky had been discovered in the vicinity of an American University. We presume that the Varsity's adversity is not a secret still.

We understand that a gentleman on the Peak who fondly collects local butterflies and moths has applied for his money back for buying a book entitled "Hints to Young Moth-ers."

It is said that many of the pirates captured possessed gold watches. One might almost say "If you want to know the time—ask a Pirate!"

Hotel residents should remember that, even when now, mosquito nets are full of holes.

Small-town people are usually more sincere than residents of big cities, says a writer. Must be because everybody knows how much everybody else earns.

Perhaps the nations now busy on building submarines get the money from a Sinking Fund.

The modern woman can't put off too much for to-morrow.

Psychologists say loss of sleep stimulates efficiency. Perhaps that's why some of our Government servants lack ability.

A bicycle appeared in one of the new Russian ballets in London. Wouldn't a motor-car encourage the performers to jump higher?

They say that a child pianist living in one of the London suburbs is likely to become famous. Meanwhile, neighbours have to put up with the tinkle, tinkle of the little star.

The latest perfume is said to suggest the odours of the countryside. Must smell something like

A publisher predicts the return of the three-volume novel. We wouldn't mind seeing the return of the one-volume issue, which we recently lent to a friend.

For Sale, attractive modern house, vacant, says advertisement. They're usually more attractive when they're full.

It is to be presumed that the failure of the A. D. C. to send the customary tickets to the Press was due to the exceptional demands for seats.

A fish rejoicing in the name of *Gambusia patruelis* is said to be very fond of mosquitoes. With a name like that, he deserves to be.

This talk of new air-mail routes may be all right, but it's likely to cause postal service to continue to go up.

The latest aeroplanes can travel faster than the speediest bird. But, then, birds aren't bothered with engine trouble.

To hear some of our amateur politicians talking, makes it clear that many who've never taken up international law are very good at laying it down.

Now that the hot weather is over, fewer Hongkong men are "sticking" to their jobs.

Comfortable home for business man; large bedroom, sitting-room, piano bathroom.—*Adv.* Who, we might ask, will be the accompanist?

Summer will soon be here again, by which time it is expected that the Government will be considering its reply to next year's "unofficial" criticisms with regard to the absence of public bathing accommodation.

It is not true that the cat which strolled into the Kowloon Police Station wanted to give itself up for bigamy.

"Anxious Resident."—The best way to keep your bills down is to use a paperweight.

It's a low trick on the part of the dollar to drop so much.

Manila has her earthquakes, whilst Hongkong has her high-prices shocks.

A Society of Married Women in America has agreed to meet weekly to discuss their grievances. The latter will now be able to drop into the Club for a quiet game of billiards.



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OVERHEAD WIRES.

THE JURY'S RECOMMENDATION.

An admission that the China Light and Power Co. Ltd. had not complied with the Ordinance in its entirety was made by Mr. O. Stafford, assistant works manager, in giving evidence before Mr. J.H.B. Nicholl and a jury at the Kowloon Magistrate's Court yesterday afternoon in connection with the resumed enquiry into the deaths of two pedestrians who were electrocuted in Shanghai Street on the morning of September 27 when a typhoon was at its height.

Mr. D. J. Lewis represented the Hongkong Telephone Company and Mr. M. H. Turner, the China Light and Power Company Ltd.

Mr. Turner called Mr. Stafford, who stated that he had never heard of an accident where the telephone wires had fallen onto the China Light and Power Co.'s mains. For the last few years the Company had been putting all the mains underground, although there was nothing in the Ordinance obliging them to do so. In due course the lines which caused the fatality would have been put under ground also.

In normal conditions the overhead lines would be quite safe to the general public. Witness agreed that the accident was caused by current from the China Light and Power Company's wires. In a typhoon the overhead wires might be dangerous if any foreign matter were blown on them and came in contact with the mains.

The possibility of such an accident never came to witness' mind, prior to the Shanghai Street incident. The majority of the overhead wires had rubber covering under the braiding.

Same as Government Wires.

Replying to Mr. Lewis, witness said that there were no guard wires fixed to their mains or even the Government's wires. The Government system of overhead wire was identical to that of the China Light and Power Company with no greater or less precautions made by either.

Answering the Court, witness said that he was cognizant with the Ordinance governing the Company. The Company had not complied in its entirety with Section 13 Subsection 10 which in part states: In the case of all overhead lines in which the pressure exceeds 110 volts guard wires shall be provided by the company owning such lines.

The Coroner: What precautions have been taken by your company to prevent other wires or metal coming into contact with your wires? Witness: In the case of high tension lines we invariably install guard wires or cradles.

The mains in question were of low tension?—Yes.

The only precaution as far as low tension wires are concerned will be the insulation?—Yes.

Answering a further question Mr. Stafford said that he did not agree entirely with Mr. Cryan, who the latter stated that the braiding on the Company's wires was not insulating. During a typhoon it was possible that they would become faulty.

There being no further witnesses to be called, the Coroner said that both the companies were involved in the accident, he thought it would be of assistance to the jury if both Mr. Lewis and Mr. Turner addressed them before he (the Coroner) summed up.

Entirely Unexpected.

Mr. Turner referred to the accident as being entirely unexpected and pointed out that the Government were only concerned with the provision of guard wires, or cradles. There was no statutory obligation for the company to supply an insulation, with the exception when the wires were within seven feet of any building or wall.

He thought that the jury would agree with him that in ordinary circumstances the overhead wires were perfectly safe. It was only in a typhoon that there was any danger. The company was at present installing underground cables but that was not a thing that could be done in a hurry. It took time and money. There was no statutory

obligation to make them put their wires under ground.

Referring to the guard wires Mr. Turner was of the opinion that they would not be of much use as the telephone wire might break at any junction and in recoiling come in contact with the electric wires.

In conclusion Mr. Turner asked the jury to find that the accident could not have reasonably been expected to have occurred.

Safe System.

Mr. Lewis commenting on the evidence of Mr. Toffan said that the latter had believed and he had no reasons to disbelieve that the system was safe. They were entitled to presume as the Government had presumed that all the precautions necessary had been carried out.

It had been suggested by Mr. Turner that the guard wires would have made no difference. Mr. Toffan agreed to that theory but Mr. Cryan had disagreed. Where doctors disagreed, it was not for him (Mr. Lewis) to step in. He submitted that the system was perfectly safe. The Government had carried out their cables in the same way the Telephone had done. They had asked as they were perfectly entitled to assume as if everything had been in order.

The Coroner summed up at length and said that during the course of the enquiry a great deal had been said about the statutory obligations of the two companies involved. Both were utility companies and the way they conducted their undertakings was of interest to the public. It was laid down in law what they had to do and what they were not to do.

Mr. Stafford had frankly admitted that that his Company had not been following in its entirety the statutory obligations that have been laid down. It had been said on many occasions that the accident had been inevitable and a similar one had never occurred before. That was a point which the jury had to consider. They would probably agree with him that the section relating to guard wires had been inserted and passed by legislation as a precaution. It was true that from the evidence that neither the Government nor the China Light and Power Company had entirely complied with that section.

The Verdict.

With regard to Mr. Cryan's evidence about what he called a defective insulation of the Power mains, Mr. Turner had pointed out that there was no statutory obligation for them to entirely insulate their wires.

It was for the jury to consider whether the guard wires would have prevented the accident and whether guard wires would prevent the possibility of a similar accident in the future.

The jury found that the two deceased met their deaths by electrocution caused by the Telephone Company's wires coming in contact with the China Light and Power wires, from which the current generated.

They added the recommendation that in future special precautions should be afforded at all places where telephone wires crossed. They also suggested that the China Light and Power should always have reliable inspections of their wires made from time to time and keep them in such condition as would provide the proper protection to the public.

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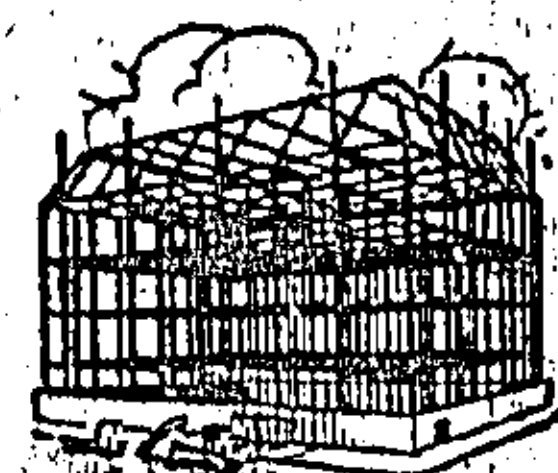
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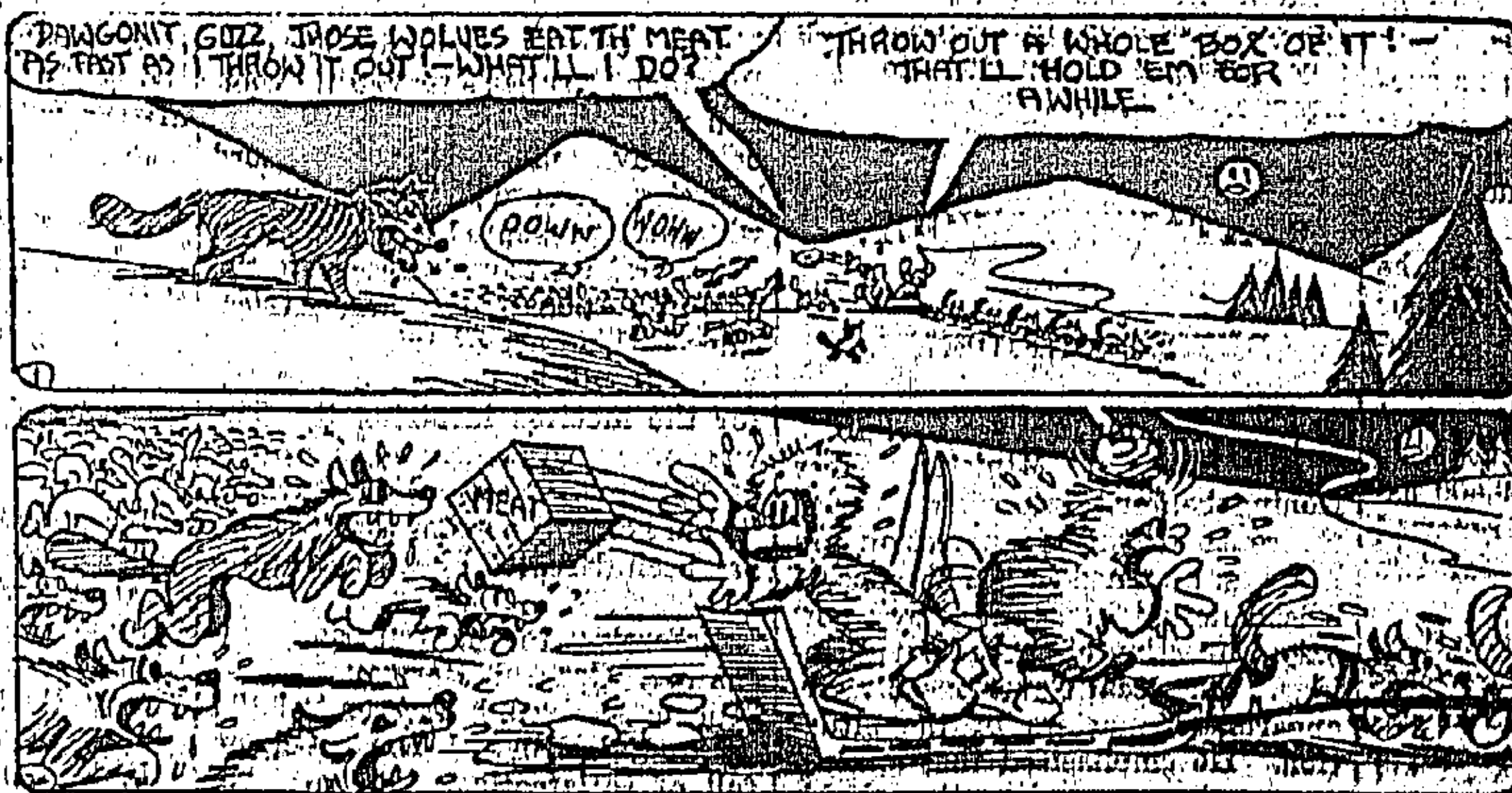
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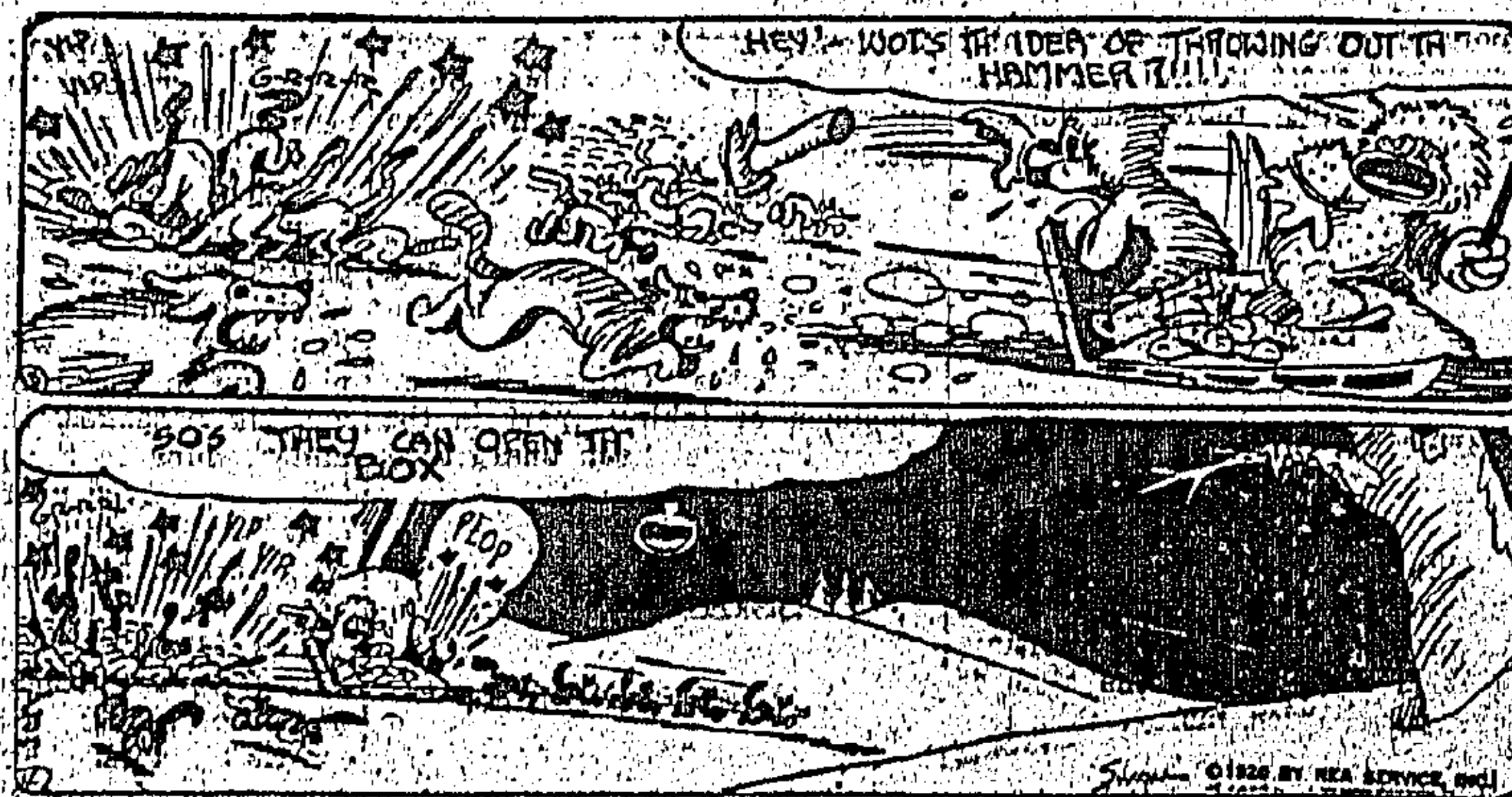


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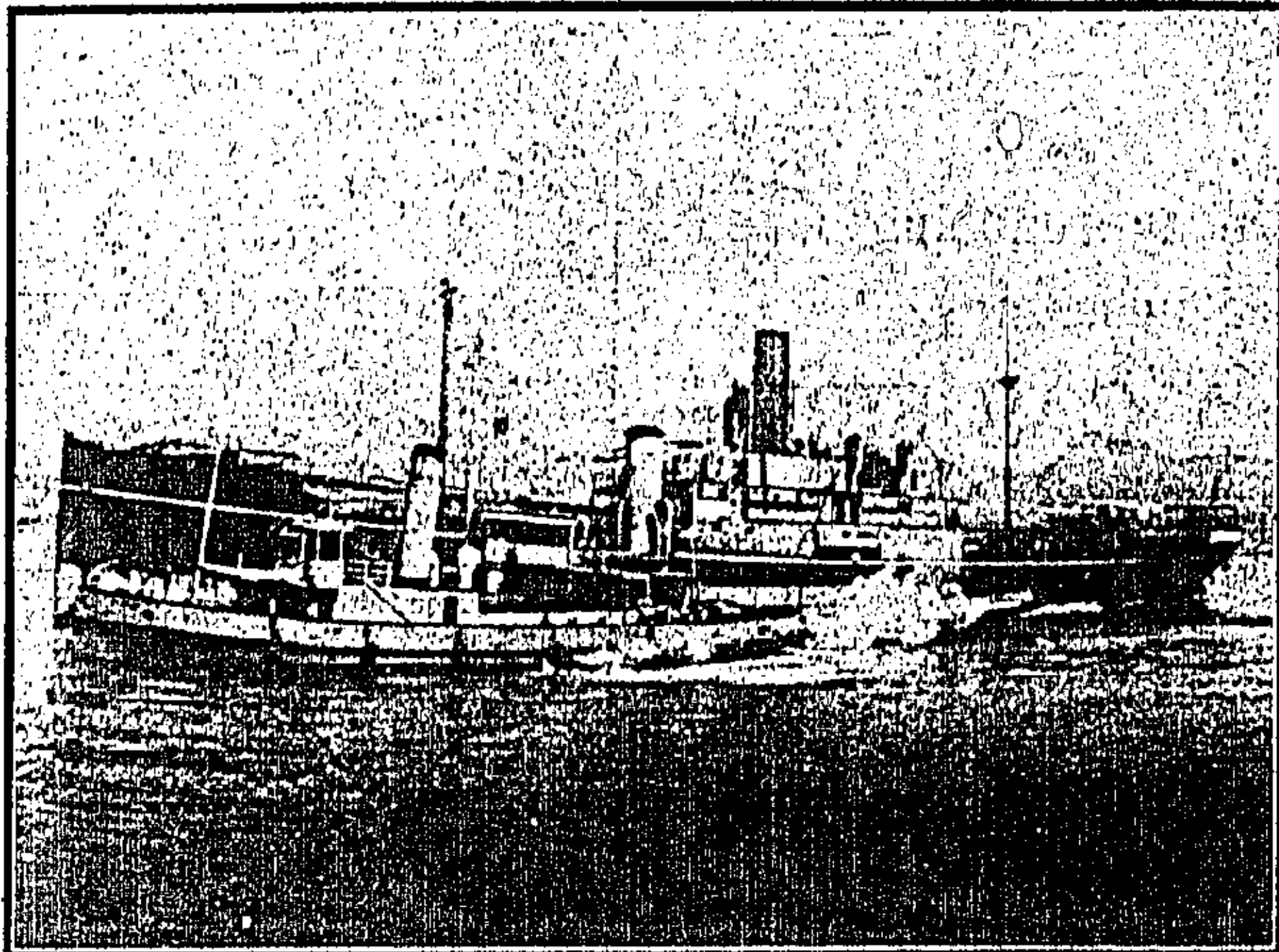


Meeting the Situation

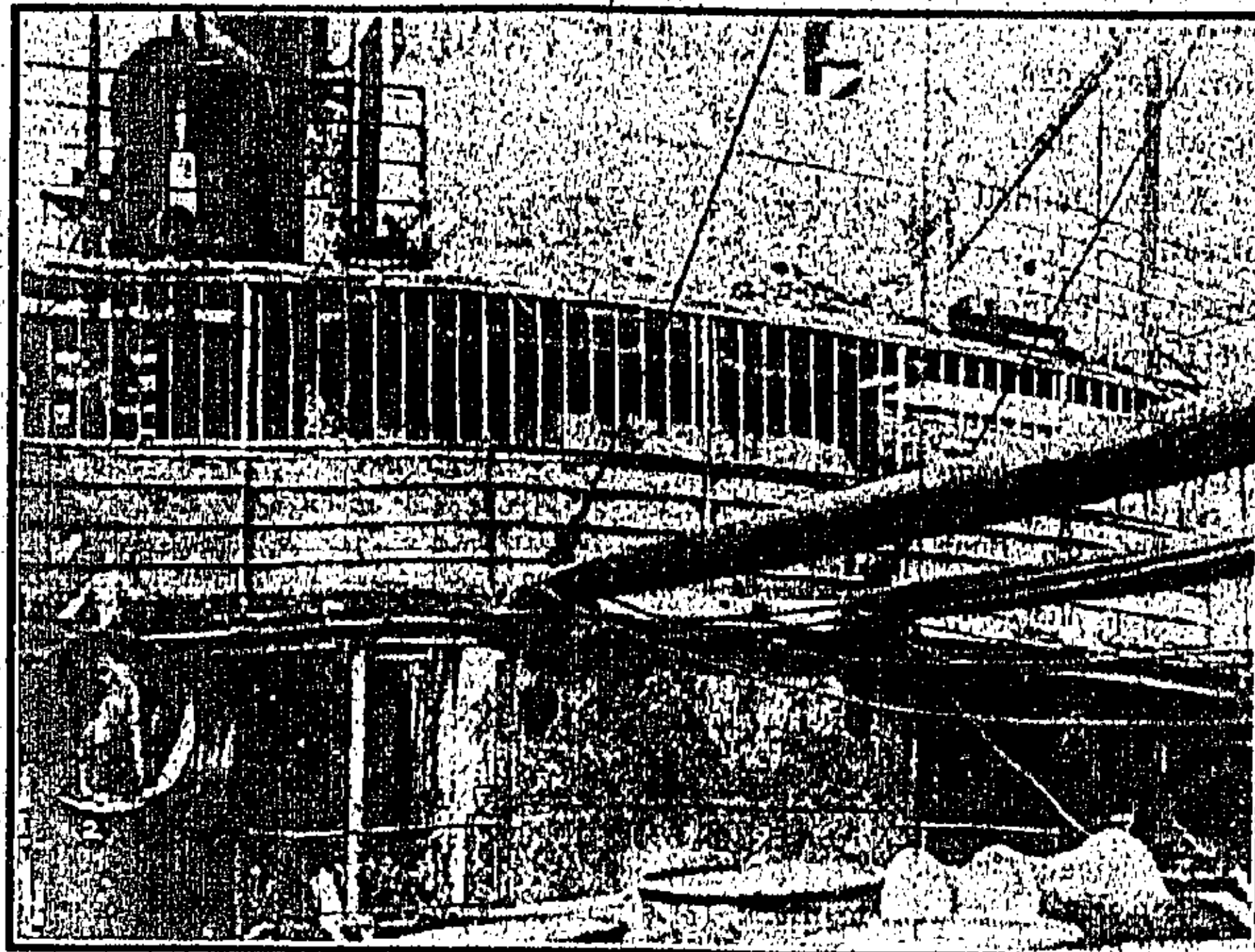


"SUNNING" AFTER THE PIRACY.

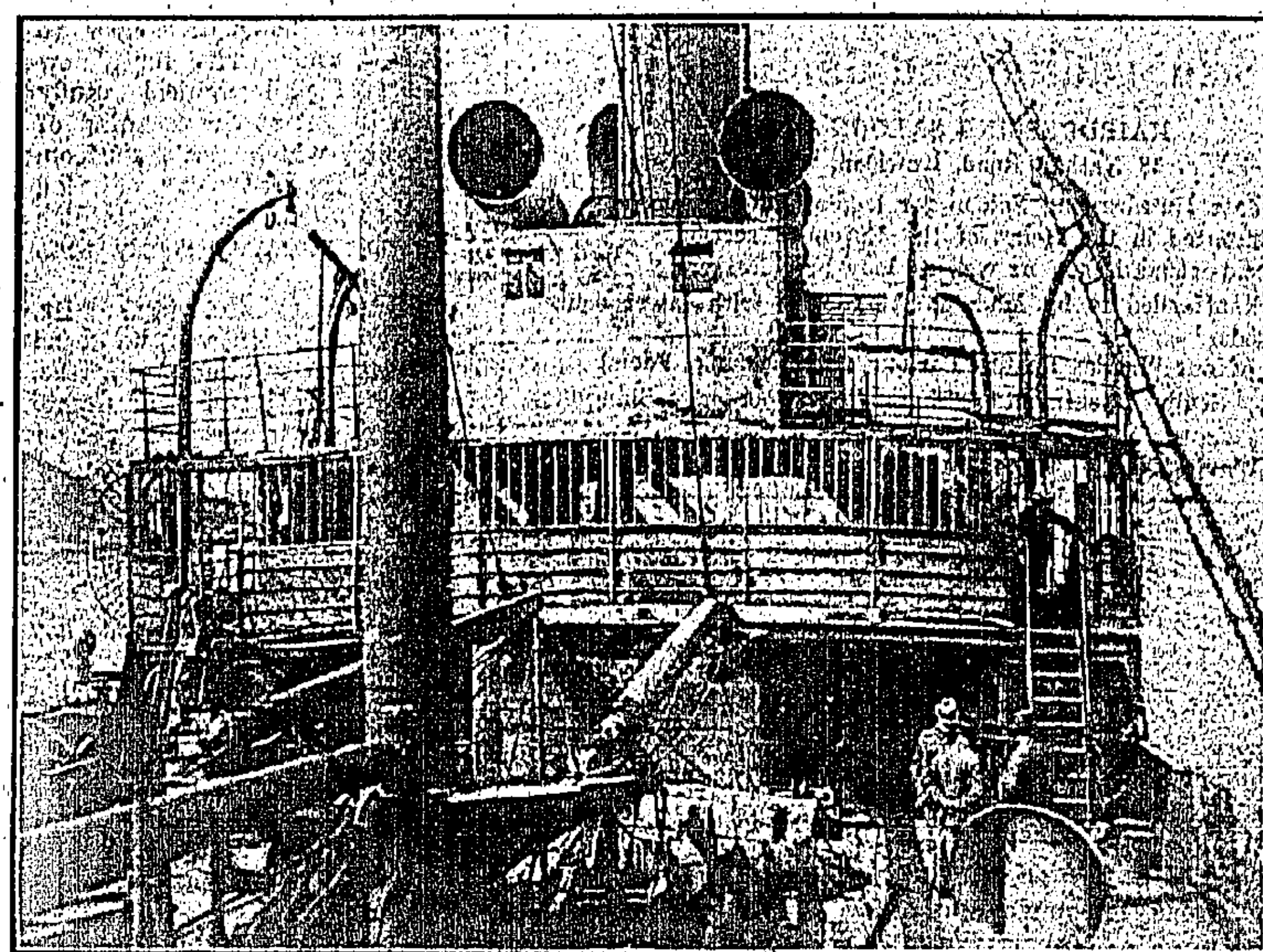
(PHOTOS BY MEE CHEUNG.)



This picture of the ill-fated Sunning was taken as the vessel was being brought alongside at Taikoo after her thrilling adventure.



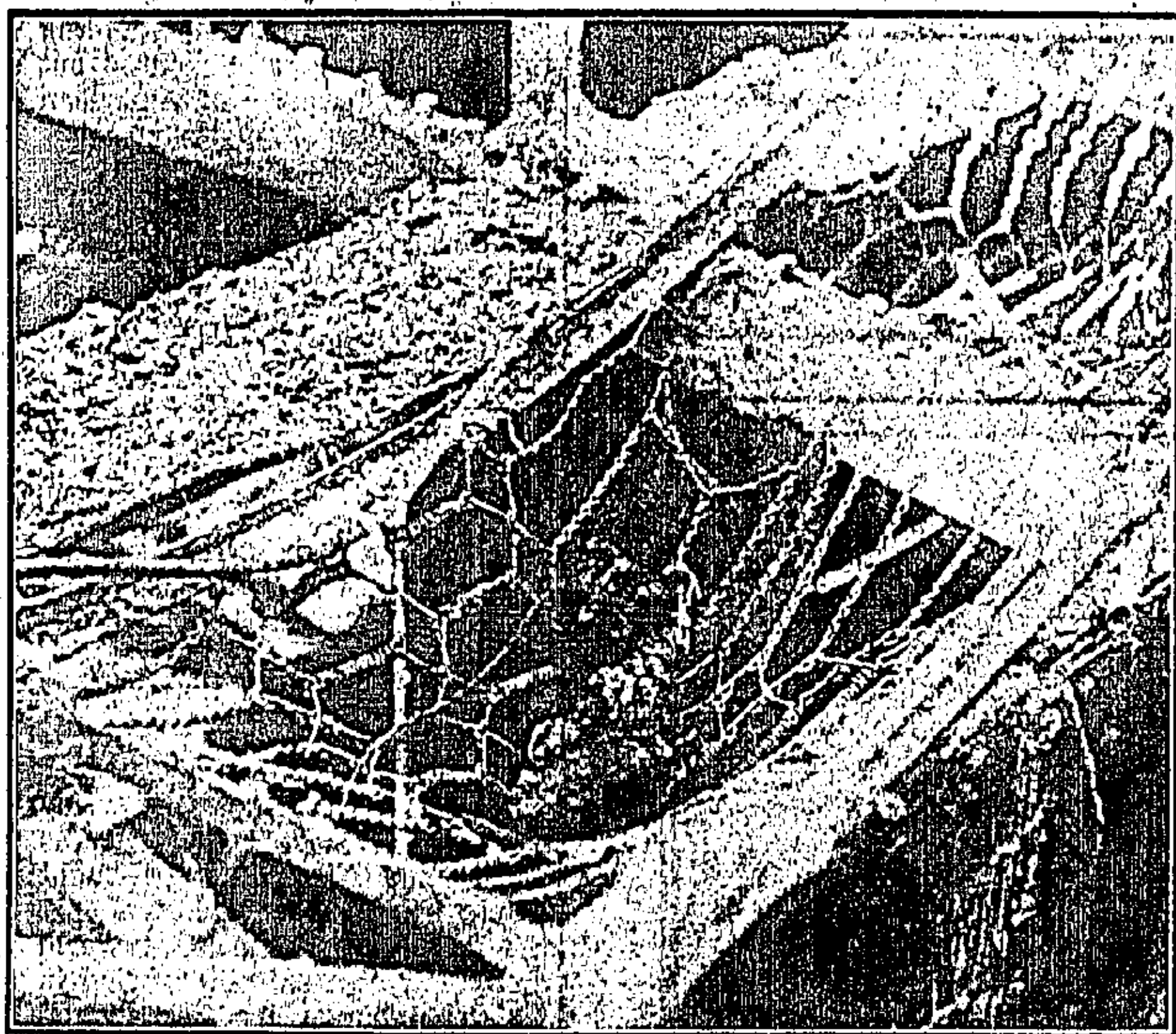
A close-up view of some of the demolished cabins, taken from the well deck.



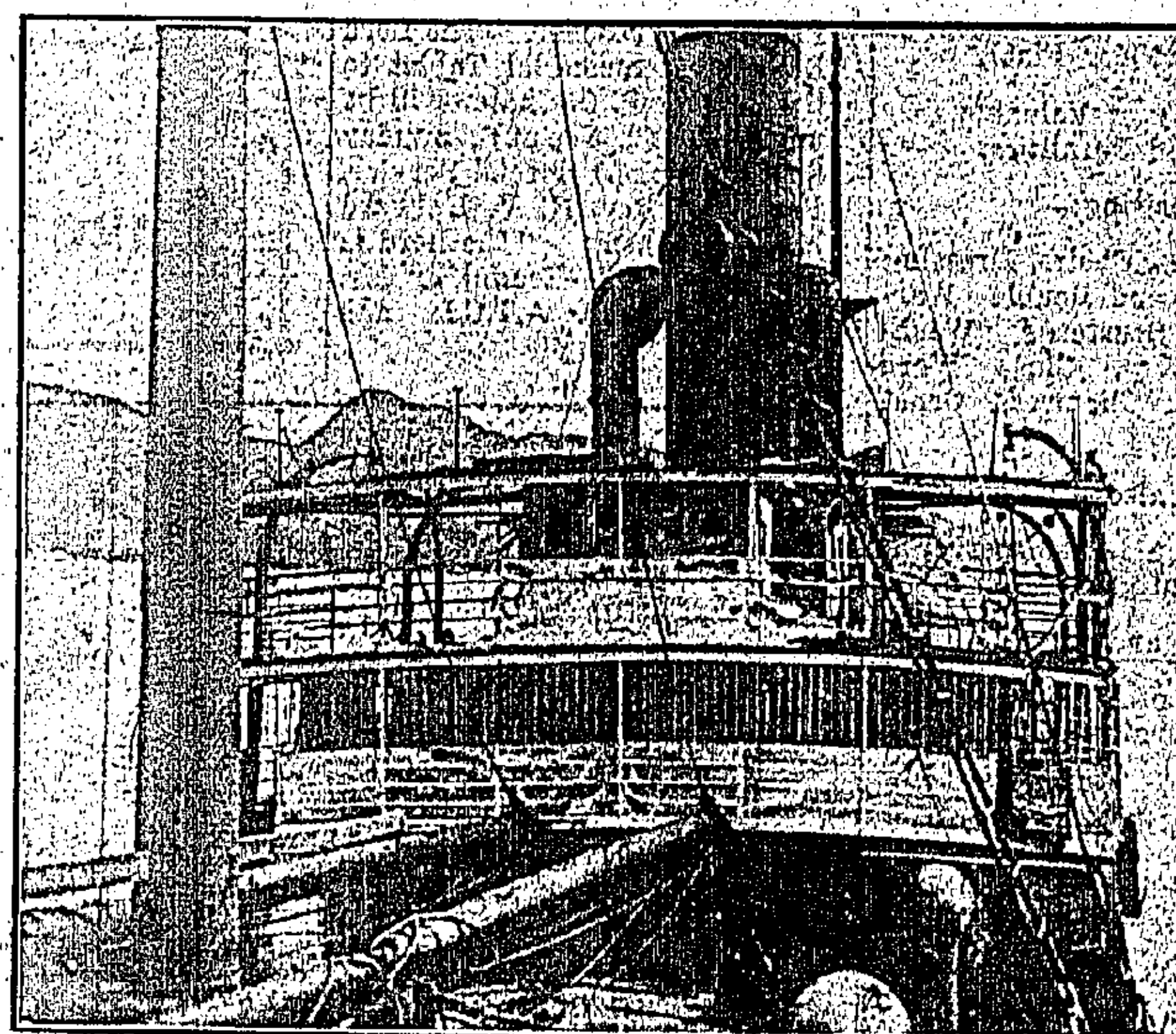
Taken from the poop deck, this picture shows the burnt-out deck-house amidships.



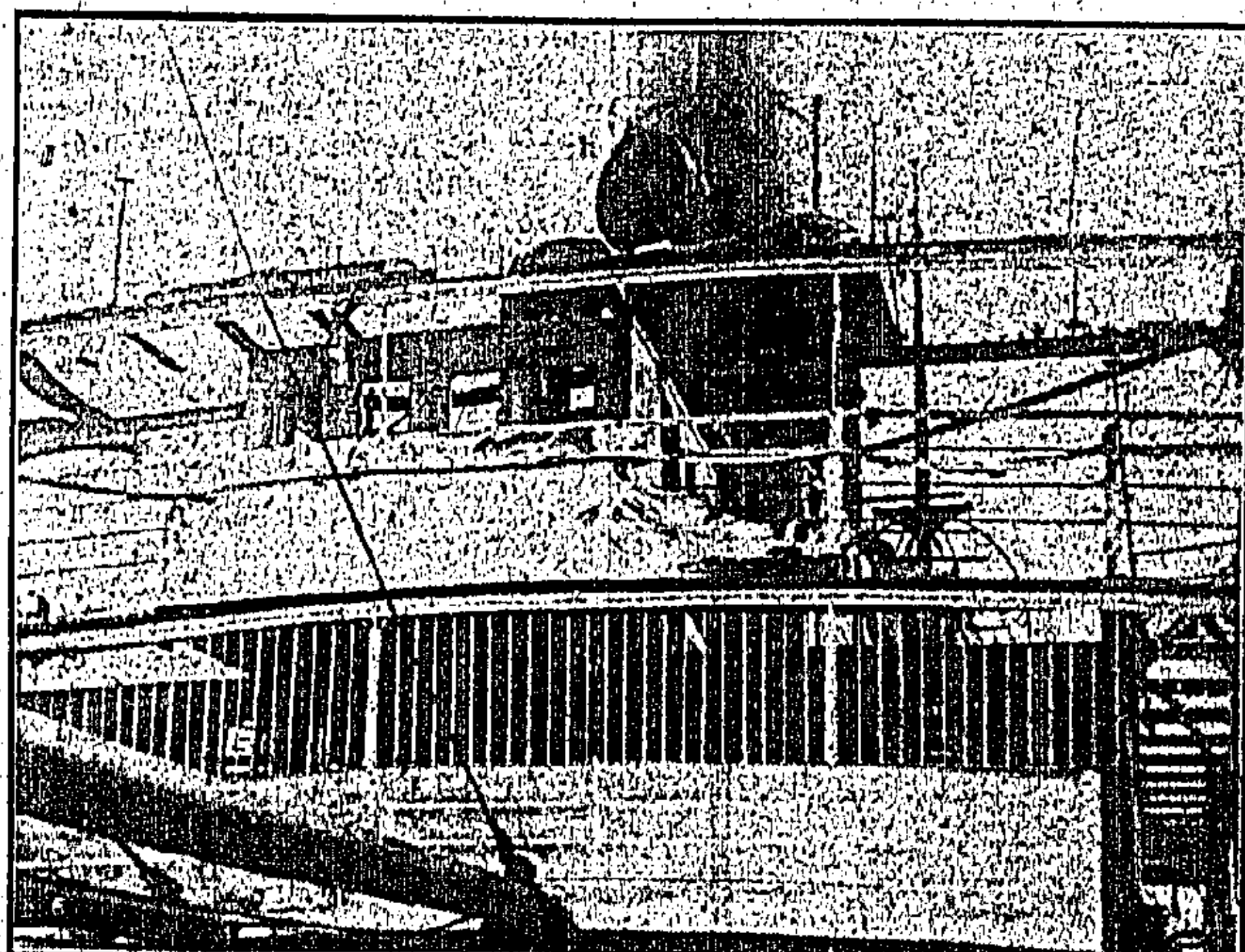
This photograph of the Chief Officer (Mr. T. P. Beatty), on left, and Second Engineer (Mr. W. Orr) was taken on deck when the photographer visited the ship.



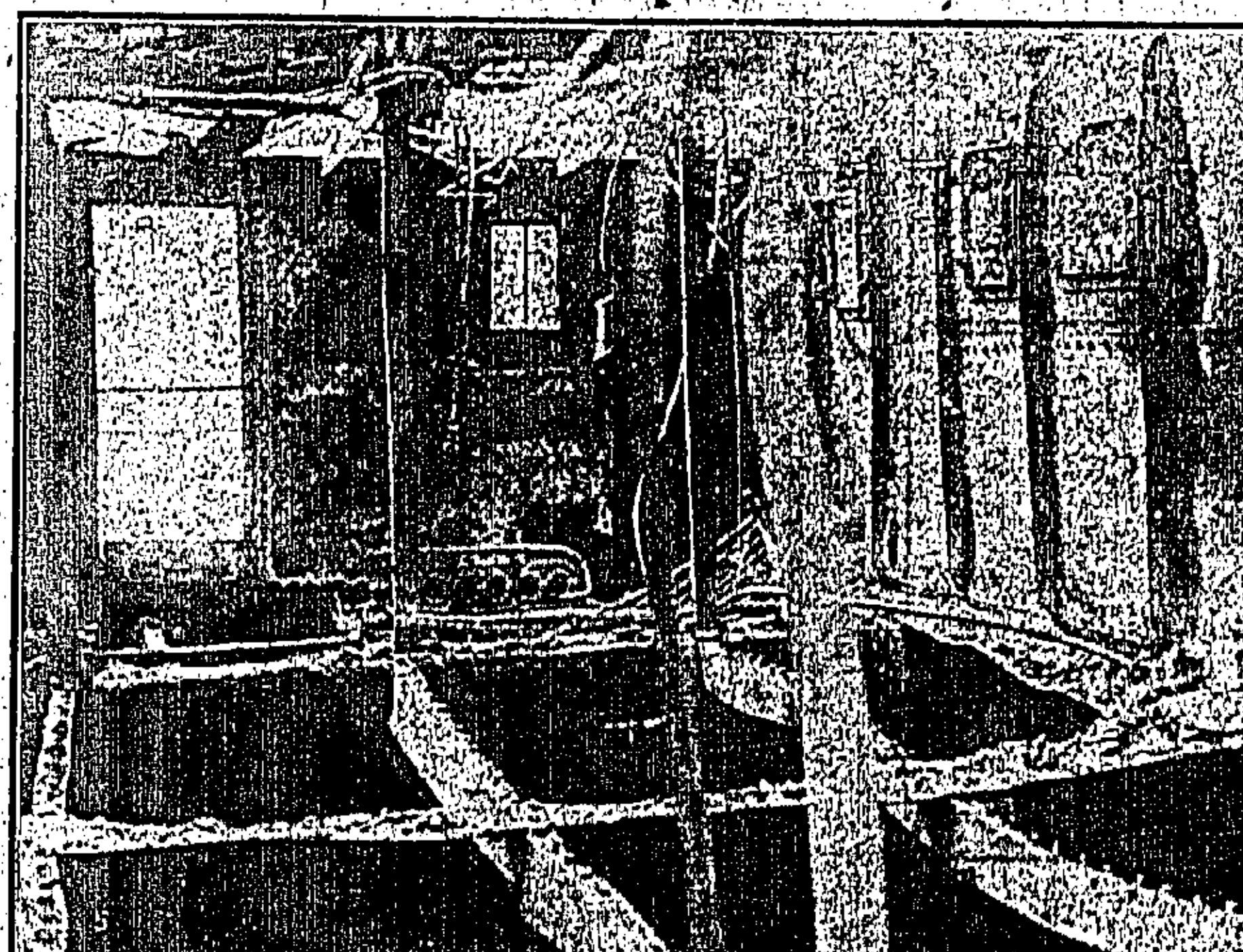
The incinerated remains of one of the pirates, seen above, provided a gruesome sight after the fire had been subdued.



When the fire was at the height, the flames from the bridge and amidships, shown above, reached nearly funnel-high.



This picture gives a good idea of the damage done to the bridge by the fire.



The gutted interior of saloon, showing how the intensity of the fire warped and twisted the steel framework.



Correct Dress Wear

CONVENTION does not permit of much latitude in the question of Dress Wear. Within prescribed limits a man may make his choice, but perhaps it is wiser to take the advice of those who know just what is and what is not permissible.

Let Mackintosh's—the Men's Wear Specialists—advise you on this important subject.

The following are essentials of correct Dress Wear:—

Dress Shirts

Stiff fronts one or two stud holes ... \$6.50 \$8.50
Soft pleated fronts Two stud holes ... \$6.50 \$8.50
Soft double or stiff Cuffs ... \$6.50 \$8.50

Dress Collars

"Summit" make in newest shapes. Quarter sizes ... \$7.50 per doz.

Dress Gloves

White suede finish fabric ... \$2.00
White Kid ... \$3.50

Handkerchiefs

White Linen, plain or fancy ... \$1.00 \$1.50
White Crepe de Chine Black border ... \$4.00
White Silk ... \$1.50 \$2.50

Dress Ties

White Pique or Mercella in latest shapes ... \$1.00 \$1.50
Black Barathra silk ... \$2.00 \$2.50
All made in correct length for size of collar.

Dress Scarves

White artificial silk ... \$5.00 \$7.50
White Pure Silk and Crepe de Chine ... \$15.00 \$19.50
Coloured Mufflers from ... \$9.50

Dress Socks

Black Silk Fine quality ... \$2.50 \$3.50
Black Cashmere Plain or Ribbed ... \$1.50 \$2.75

Dress Sets

Comprising Stud Links and Vest Buttons \$10.50 to \$22.50

DRESS CLOTHES In our Tailoring Department we have an excellent selection of materials for full Dress or Dinner Jacket Suits.

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building.

Des Voeux Road.

WE ALLOW 10% DISCOUNT FOR CASH

THE NAVY'S CHOICE

Cates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE

FOR RELIABLE QUALITY AND SURE SATISFACTION COME TO US

We specialize in embroidery, silk shawls, cushions, genuine lacquerwares, ivoryware, bric-a-bracs, handbags and vanity cases, perfumery, lampshades, parasols, unique imitation jewelry, silk articles of all kinds, Swatow drawn work and also stencilled and batik work made to order.

Your inspection is cordially invited.

PANDORA

39 a Queen's Road Central

TELEPHONE 2550

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)
The following replies are awaiting collection—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 526, 32, 38, 72, 80, 88, 102, 101, 110

WANTED.

WANTED.—Well known foreign firm of Import and Export, long established in Hongkong, requires a good COMPRADORE, with satisfactory Security. Apply Box No. 110, care of "Hongkong Telegraph."

BUNGALOWS, REPULSE BAY.

TO BE LET.—For particulars and order to view please. Apply to Hongkong Realty and Trust Company, Ltd., Exchange Building, Des Voeux Road Central, Hongkong.

MOTOR CARS, ETC.

FOR SALE.—PACKHARD twin-six Touring and HUDSON Super-six Limousine. Both in excellent condition. For further information. Apply to Holyoak, Massey & Co., Ltd.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai, Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemazee.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Furnished five roomed house on Peak, for 10 months from next March. Good garden, modern sanitation. Apply Box No. 113, care of "Hongkong Telegraph."

COMMODOUS Ground Floors of Nos. 15, 16 & 17, Connaught Road C. and First Floor of No. 16, Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

TO LET.—Two large offices, first floor, with large verandah, facing into Queen's Road Central, good entrance, splendid position, \$125.00. Apply Box No. 115, care of "Hongkong Telegraph."

TO LET.—For 12 months or longer (immediate possession or early Spring) HOUSE in Peak district, near motor road; fully furnished. Write Box No. 112, care of "Hongkong Telegraph."

TO LET.—14 Knutsford Terrace, Kowloon, with tennis court, 1 small & 4 large rooms, 2 bathrooms, 2 kitchens & servants' quarters. Recently repaired. Apply See Kon Chi, Bank of Canton Building.

TO LET.—Furnished from 1st March, 1927, for 10 months. A very desirable four room flat in Armed Buildings, Kowloon. European bathroom, flush system, good kitchen, and servants' quarters. Apply Box No. 114, care of "Hongkong Telegraph."

SHARE & REAL ESTATE Firm will consider applications for partnership only from prospects in position to invest some capital in exchange for partnership and goodwill; no agents. Apply for appointment to Hongkong Small Investors' Share & Real Estate Co. Tel. C.4630 10, Des Voeux Road.

Joy Town
NOW OPEN
AT
WHITEAWAY'S

NEW ADVERTISEMENTS.

HONGKONG JOCKEY CLUB.

The Stewards will be glad to meet Owners and Subscribers for Subscription. Grifins, at the Jockey Club Room, Hongkong Club Annex on Monday, 22nd November, 1926, at 12.30 p.m.

By Order,

C. B. BROWN,
Secretary.

ST. STEPHEN'S COLLEGE.

Prospect Place, Bonham Road.

The new School Year begins December 13. Entrance Examination for New Boys, Saturday, December 11th at 9.30 a.m. For prospectus, for boarders and day-boys, apply.

ST. STEPHEN'S COLLEGE.

Prospect Place.

HONGKONG ST. ANDREW'S SOCIETY ANNUAL BALL

30TH NOVEMBER,
AT 9.30 P.M.

Members and guests are reminded that practice dances for St. Andrew's Ball will be held at the City Hall, on Tuesday 23rd instant and Friday, 26th instant from 5 to 7 p.m.

Members who have not yet sent in their lists of guests are kindly requested to do so as soon as possible.

P. TOD,

Joint Hon. Secretary,
C/o J. M. & Co., Ltd.

NOTICE.

NOTICE IS HEREBY GIVEN that the business of LEE KEE of No. 21, Wellington Street, carried on by Lee Yu Cheung as Executor of Lee Kee deceased is being wound up in accordance with the arrangement made for the division of the estate of the said Lee Kee deceased amongst the persons entitled thereto.

LEE IU CHEUNG,
Hongkong, 16th Nov., 1926.

NOTICE.

NOTICE IS HEREBY GIVEN that I, the undersigned have this day commenced business as Sanitary Engineer and dealer in Sanitary Appliances, building materials and builders' hardware under the name of LEE YU KEE, at No. 40, Queen's Road Central, opposite the Queen's Theatre.

LEE IU CHEUNG,
Hongkong, 16th Nov., 1926.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

From Straits, Colombo, Australia, Bombay, Egypt, Mediterranean ports and London.

Through Bill of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.

The Steamship, "DEVANHA," Capt. W. A. Norman carrying His Majesty's Mails, will be despatched from this port on or about Thursday, the 25th November 1926, at Noon taking Passengers and Cargo, for the above Ports. Silk, Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to

MACKINNON, MACKENZIE & COMPANY.

Agents,
Hongkong, 18th Nov., 1926.

DANCING

A DANCE

will be held at the
Palace Hotel
Kowloon

on

TO-NIGHT

the 20th November at 9 p.m.

The Black & White

Syncopated Orchestra

will be in attendance.

will all the latest jazz music.

Ladies are cordially invited.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 22nd November, 1926,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture,

comprising:—

Chesterfield Couch and Arm-chairs, Desks, Screens, Cabinet Gramophones and Records, Book Cases, Roll Top Desks, Glass Cabinet, Carpets, Rugs, Electric Table Fans, Ornaments, etc., etc.

Teak Dining Tables, Sideboards, Teak Dinner Waggon, Ice Chests, Crockery, Glass Ware, Kitchen Utensils, etc., etc.

Teak and Iron Bedsteads with Wire Mattresses and Mattresses, Teak Wardrobes with and without mirrors, Teak Dressing Tables, Teak Chests of Drawers, Toilet Sets, etc., etc.

also

A Few Pieces of Blackwood Ware and

1 Cottage Piano.

3 Porcelain Basins with Taps and Pipes.

1 Cottage Piano by John Broadwood & Sons.

1 Iron Safe and Stand.

1 Cottage Piano by M. F. Rachal & Co.

8 Enamelled Baths.

1 Shanghai Bath.

Catalogues will be issued.

On View from Saturday, the 20th November, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 24th November, 1926,

commencing at 2.45 p.m.

at No. 23, Jordan Road, Kowloon (Ground Floor Flat).

A Quantity of Valuable Household Furniture,

comprising:—

Couch, Tables, Chairs, Dressing Tables, Single and Double Wardrobes, Iron Bedsteads, Washstands, Crockery, Glass Ware, Marble Clock, Pictures, Ornaments, etc.,

also

One Piano by J. Ramsperger & Co., Stuttgart.

and

Some Pieces of Antique, Spanish Mahogany Furniture (made in England).

Catalogues will be issued.

On View from Tuesday, the 23rd November, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.

IMPORTERS, EXPORTERS &

GENERAL BROKERS.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

Before You Advertise

DISCOVER WHICH

NEWSPAPER

Your Friend's Read

SILK GOODS

KOMOR & KOMOR

to be sold at

WHOLESALE PRICES

for

TWO WEEKS

We received a consignment of up-to-date Scarfs, Dressing-gowns, Hosiery, Kimonos, Scarfs, etc., etc. Call early and have your choice.

KOMOR & KOMOR

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong.

November 21st, 1926. Sunday

before Advent. Holy Com-

munion: (8 a.m.) Matins: (11

a.m.) Te Deum. Smart in P.

Preacher: Rev. N. V. Halward.

Anthem: "I will magnify Thee."

Selby. Holy Communion: (12

noon). Service for Young Peo-

ple 3 p.m. In Chinese and Eng-

lish. Preacher: Rev. G. H.

Hewitt, R. N. Evensong: (6 p.m.)

Preacher: The Lord Bishop.

Collections for the Victoria

Diocesan Association. Members

of the Congregation who are

unable to be present are asked

to send their contributions to the

Hon. Treasurer of the

Cathedral, P. S. Cassidy, Esq.,

Wesleyan Methodist Church,

Queen's Road East, Wanchai.

Services at 10.15 a.m. and 6 p.m.,

conducted by Rev. H. S. F.

Rossiter. Sailors' and Soldiers'

Home, Arsenal Street, Chaplain's

Meeting at 8.15 p.m.

First Church of Christ, Scientist,

Macdonnell Road, below Bowen

Road, Tram Station. Sunday

Service: at 11.15 a.m. Subject:

"Soul and Body." Wed-

nesday: Evening Meeting at 5.30

p.m. Reading Room at above

address open: Tuesday and Fri-

day: 10 a.m. to 12 noon. Mon-

day and Thursday: 5 to 7 p.m.

The Public is cordially invited to

attend the Services and visit the

Reading Room.

St. Andrew's, Kowloon, V. D. A.,

Sunday, (8.15 a.m.) Holy Com-

munion: (11 a.m.) Morning

Prayer: Preacher. The Lord

Bishop. A memorial Tablet to

the late Sir P. C. Chater will be

unveiled. (2.45 p.m.) Sunday

School (6 p.m.) Special Service.

Preacher: Rev. N. V. Halward

M.C. Anthem: "The Lord is

my Shepherd." Recital by Mr.

Rupert Baldwin A.T.C.L. and

Music by the Choir.



EVERYBODY

is entitled
to all
The Comfort
they can
obtain.

Colder nights are approaching when

Fires are necessary.

INSTALL A GAS FIRE

and Ensure Your Comfort
all through the Winter.

Full particulars and examples of

Modern Gas Fires can be sent at the
Showrooms: Des Voeux Road Central
West Point.

Hongkong & China Gas Co., Ltd.

The World Ladies' and Gentlemen's.

HAIRDRESSING SALOON

58 Nathan Road, Kowloon.

Most up-to-date Hairdressing Saloon for ladies and gentlemen. Splendidly situated in the Heart of the European section. Competent, experienced men as well as lady hair-dressers.

Beauty work attended to by Madame Alma with with latest equip-

ments and methods.

Specialties of our "Ladies Beauty Parlour": Manicuring, Facial

Treatments, Scalp Treatments, Shampoos, Bobbing, Shingling,

Marcelling

Permanent Waving, etc.

FLETCHER'S QUINCEIN

THE RAPID CURE for "COLD IN THE HEAD"
INFLUENZA CATARRH

Sudden changes of weather render one liable to Chills but a timely dose of QUINCEIN will effectively arrest the threatening cold.

Keep a bottle at hand and safeguard yourself against the attacks of Colds, Influenza and other Winter Ills.

THE PHARMACY

FLETCHER & CO., LTD.

Asiatic Building

Queen's Road, Central.

TELEPHONE CENTRAL 345.

Take her to the Pictures!

Jackie Coogan

The Kid Himself

AN orphan waif on the sidewalks of New York... a friendless boy in a great metropolis. What a story for this brilliant juvenile star! A story of tears and sunshine. The drama of a lad who matched his wits against Fate. You'll call this picture the greatest human drama ever flashed on the screen.



To-day
at the
Queen's

From an original story by
WILLARD MACK

Produced under the
Personal Supervision of

JACK COOGAN Sr.

The Rag Man

Directed by

EDDIE CLINE

Metro Goldwyn

Picture

DOMINIONS PREMIERS.

FREEDOM OF LONDON CONFERRED.

Rugby, Nov. 19. The Prime Ministers of New Zealand, South Africa and Newfoundland will attend the Guildhall today to receive the Freedom of the City of London. This honour was conferred on the other Premiers from distant parts of the Empire during their previous visits to London. British Wireless.

TRENDS OF PHILOSOPHY.

VIEWS OF HARVARD CONGRESS.

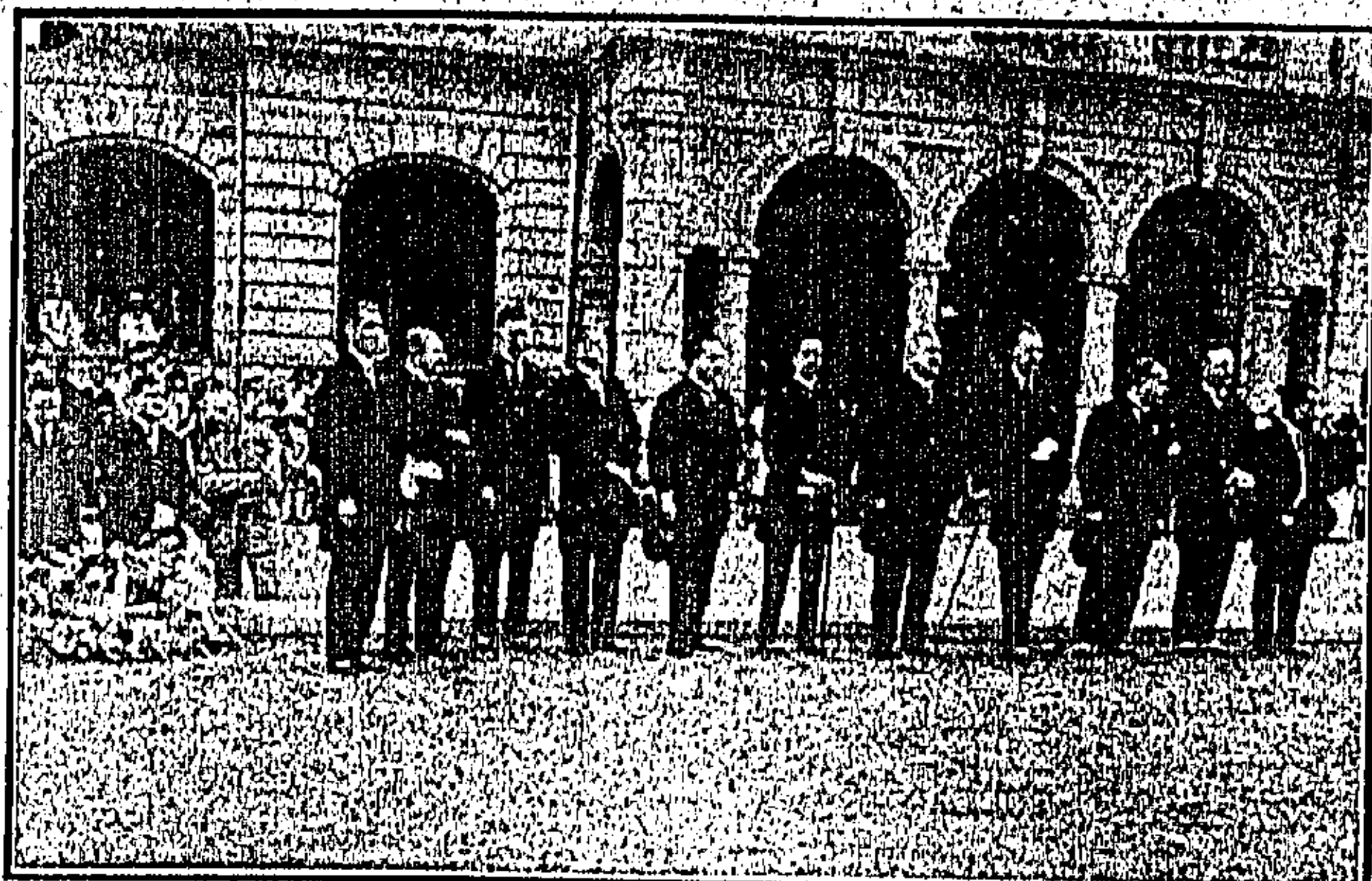
Delegates at the International Congress of Philosophy had opportunity to consider between the statement of John B. Watson's prediction that "within 50 years philosophy will have disappeared," which was referred to by Dr. Will Durant of New York in his paper on "Behaviourism and Philosophy," and the repeated appeals made by Prof. John Dewey of Columbia University that American philosophers cast away their habits of intellectual timidity and "cowardly reliance on facts, the meanings of which they make little effort to discover" and strive for a new standard of philosophical study which will get at the meaning of things and which "so far from permitting Dr. Watson's prediction to be fulfilled, would establish philosophy more vigorously than ever before."

Dr. Durant pointed out that Dr. Watson's prediction was one heard periodically from sundry quarters. He cited the positivism of Comte and the agnosticism of Spencer and indicated the theoretical inconsistency and practical impossibility of both positions.

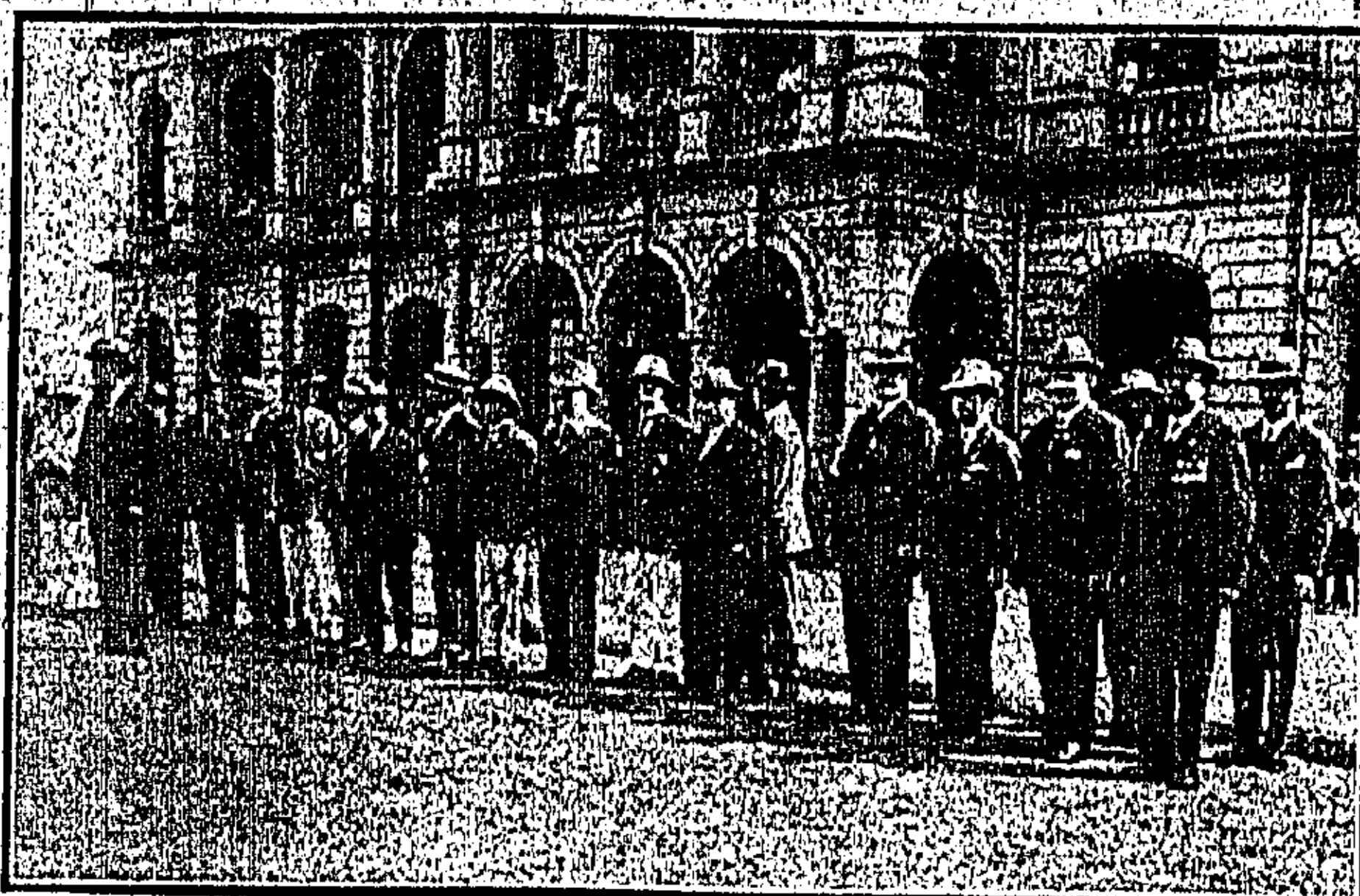
Terms World Fact-Ridden.

In the section the previous day devoted to "the role of philosophy in the history of civilization" what amounted to a profound and heartening intellectual excitement was enjoyed by the audience in the address made by Professor Dewey and Prof. Sarvanpalli Radhakrishnan of the University of Calcutta.

Professor Dewey chided the philosophical students of the United States for their habitual timidity and lack of venturing in their chosen field, their reluctance to independently speculate and hazard instead of accepting long-standing theories as fact, and pointed out that the immaturity of American life found its disappointing effect in the comparatively



Above are seen members of the Consular Body in Hongkong at the Cenotaph ceremony on Armistice Day. (Photo: Ming Yuen.)



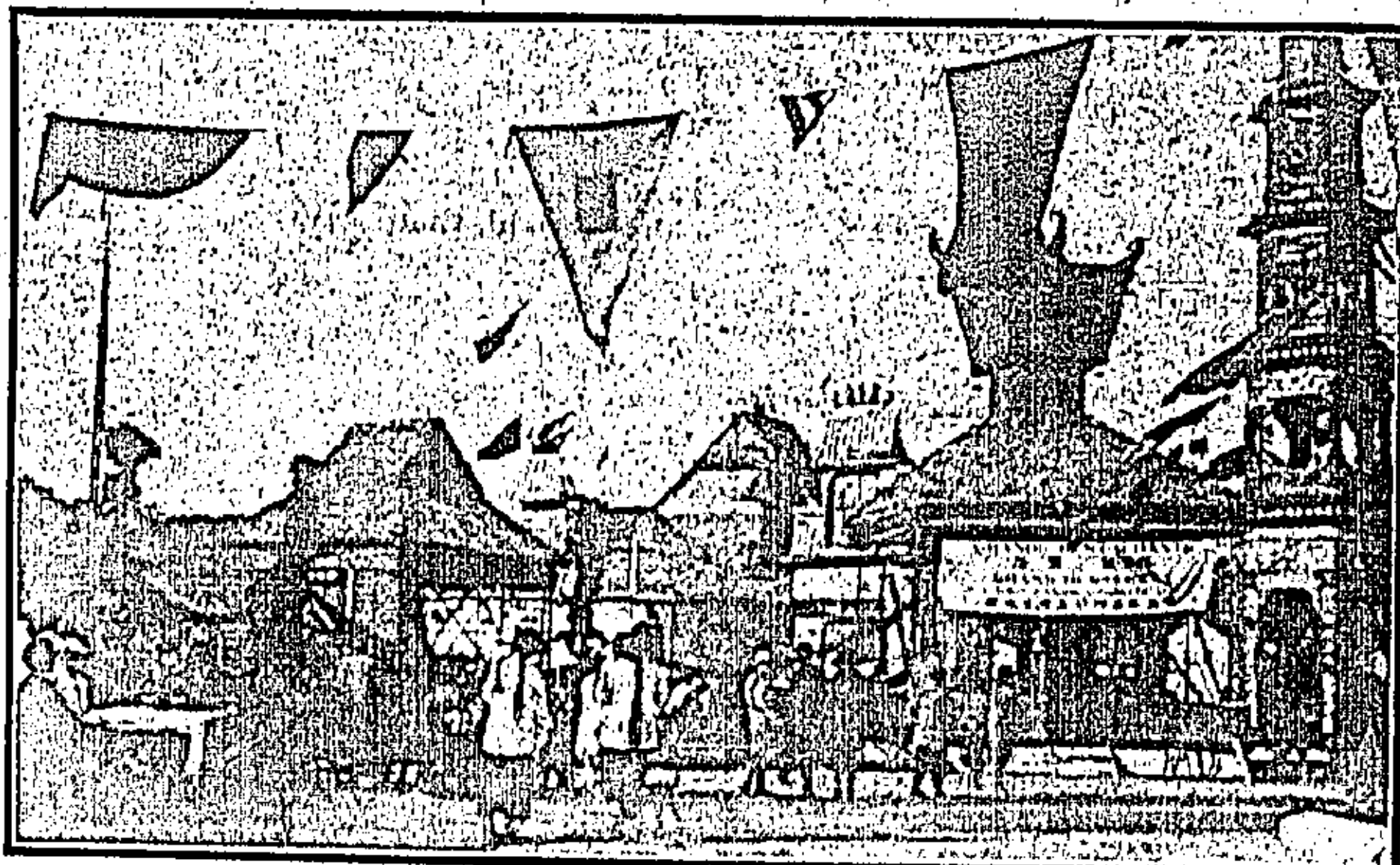
A group of ex-Service men snapped at the Armistice Day ceremony at the Hongkong Cenotaph. (Photo: Ming Yuen.)



His Excellency the Governor and Lady Clementi at the wreath-laying ceremony at the St. John's Cathedral war memorial on Armistice Day. (Photo: Ming Yuen.)



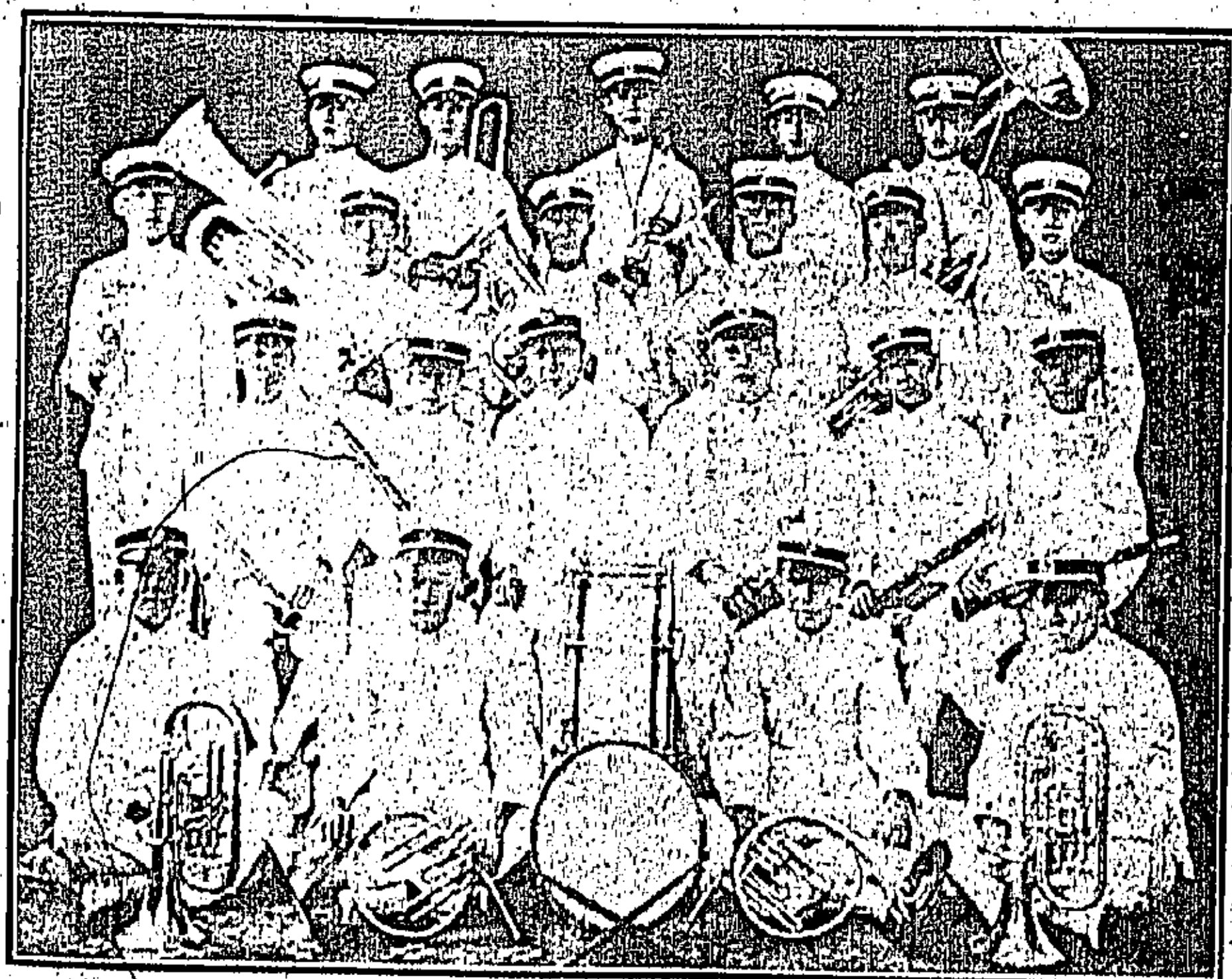
The striking representation of a Dutch windmill and house exhibited at the Macao Industrial Fair, as an advertisement for Van Houten's cocoa and Hollandia milk. The exhibit was arranged by the Holland Pacific Trading Company.



This picture gives a good idea of one portion of the Industrial Fair now in progress at Macao, showing the ingenious manner in which the buildings have been laid out. (Photo: Po Man-lau, Macao.)



The official opening of the Macao Industrial Fair. Admiral Hugo de Lacerda is making the opening address, Mr. Carlos Alves being seated beside him. (Photo: Po Man-lau, Macao.)



The Confucian Association's silver band which has raised considerable financial help for the 35 free schools maintained by the Association in Hongkong. The band is under Bandmaster Iu Po-lun. (Photo: Ming Yuen.)



Group photograph taken at the wedding of Mr. Bernard Crowley, of Messrs. Butterfield and Swire, and Miss Joyce Augusta Crowley, which took place on the 12th inst. at the Peak Church. (Photo: Moe Cheung.)

DRESS WEAR



MOST men are sensitively aware how easily the effect of dress-clothes can be marred by little deficiencies in details. But all men can avoid this embarrassment by making full use of Mackintosh's Dress Wear Service.

YOU can be sure of getting everything you require in dress-wear at Mackintosh's. You will get it in that unobtrusive correctness which you regard as essential. Every item, in finish, in style, in fit and comfort, will comply with your own exactly high standard of what is correct for you. For here, as nowhere else, the needs of the particular man have been closely and intelligently studied.

Mackintosh

& Co. Ltd.

MEN'S WEAR
SPECIALISTS.

Alexandra Bazaar Hong Kong DesVoeux Road.

YE OLDE PRINTERIE LIMITED.

PICTURESQUE HONGKONG

A TRIUMPH OF THE CAMERA

A HANDSOME VOLUME OF REAL PHOTOGRAPHIC PRINTS, WITH A WELL WRITTEN DESCRIPTION OF THE SCENES DEPICTED

PRICE—\$5.00 Obtainable at Brewer's or the Publishers

CHINA BUILDING BASEMENT
Entrance Facing QUEEN'S THEATRE
Telephone 3797.

ROYAL & CO.

The Leading Shoemakers
Established 15 Years.

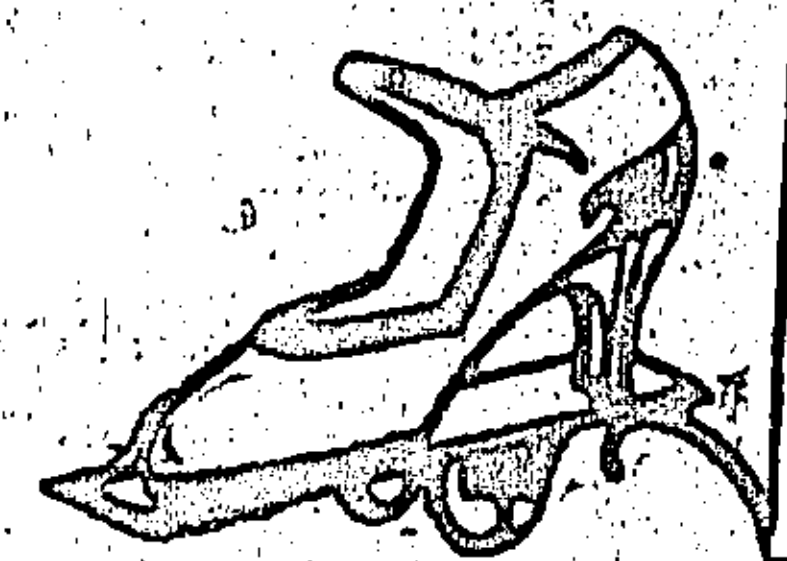
All styles made to order.

Dancing Shoes a Speciality.

Shoes re-covered in all colours, fabrics and leathers

No. 1, D'Aguilar Street,

Telephone C. 3237



Take her to the Pictures!

WHITEAWAY'S

New Winter Models IN OVERCOATS

FOR MEN

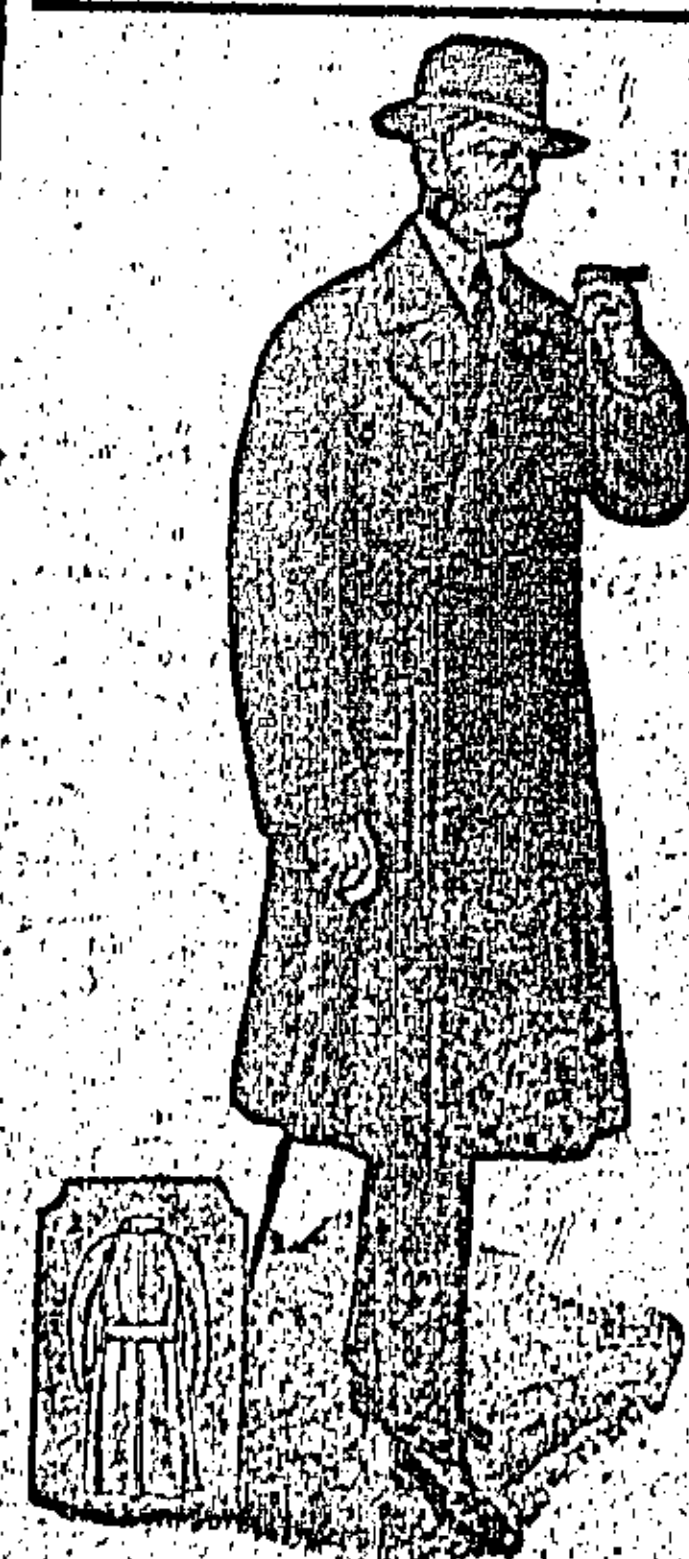
Every overcoat is exceptionally well made, carefully tailored inside and out so as to give that smart appearance, comfortable fit and good service.

Our new stock includes all the latest styles and materials at lowest possible prices.

Prices from \$45.00 upward

CALL AND INSPECT
Our New Stock of
Woolies.

Whitesway, Laidlaw & Co., Ltd.
GENTS' OUTFITTERS
HONGKONG.



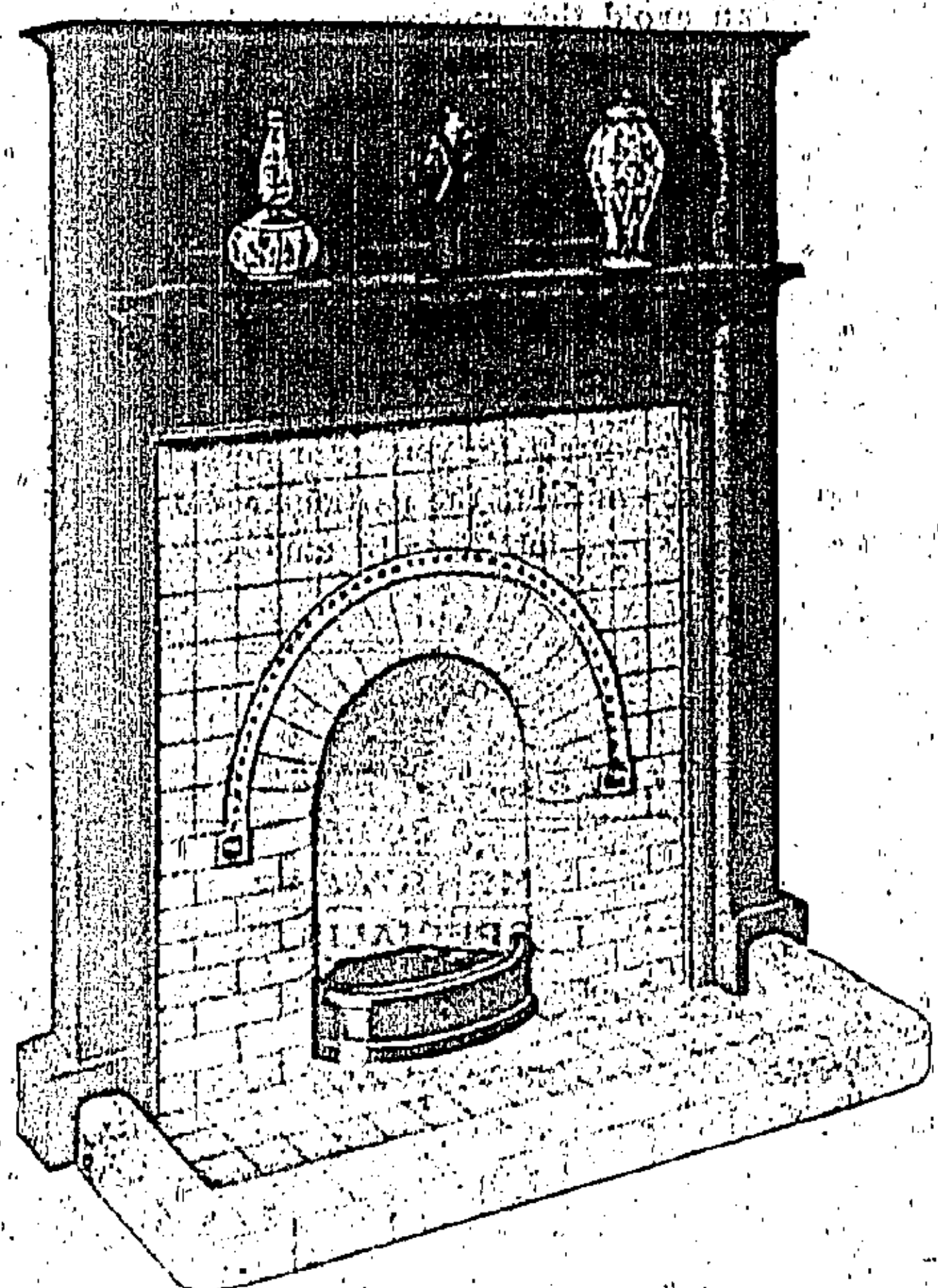
TILE FIREPLACES

The Fireplace, being one of the most central features of a room, both as part of a decorative scheme, and of utilitarian purpose, should harmonise with the whole, and create a restful influence.

Simplicity of construction, restraint in colour, and pleasing lines are important factors in achieving this object, and the productions of—

THE MALKIN TILE WORKS CO., LTD.

have been designed to suit all situations where artistic tileware is used.



At all times
we are
pleased to
submit
suggestions
for all classes
of Tiling
and
Mosaic Work

Tel. C.269.

C. E. WARREN & CO., LTD.

China Building (Opposite side entrance Queen's Theatre)

B.B.C. AND S.O.S.

CASES OF URGENT MESSAGES.

The safe recovery of the pills which a Birmingham chemist made up with a quarter of a grain of strychnine is another triumph for broadcasting. The mistake was broadcast as soon as it was discovered, and the pills were traced and placed in charge of the police before the woman to whom they were posted received them.

Three hundred S.O.S. calls have been broadcast this year, and more than two hundred have been successful. Last year numbered 242, and 166 were successful. No call so sensational as that concerning the poison pills has been recorded before, but many interesting messages (writes a representative of the Observer) were recalled yesterday at Savoy Hill. A motorist travelling in the South of France was asked in one of the calls to return home on account of the serious illness of a relative, the index number of his car being given in the announcement. "We heard a few days later," it was stated, "that the motorist had been stopped and given the message by an A.A. scout, who was a wireless enthusiast and recognised the number of his car. On another occasion a message was picked up in the Sahara."

A hospital once asked for a call for ass's milk for a child lying seriously ill. Within twenty minutes several persons rang, offering both asses and goats.

Nothing so thrilling as the capture of Crippen by wireless has

yet come of the calls broadcast at the request of Scotland Yard. These calls have been mostly for witnesses of accidents and for traces of persons suffering from loss of memory.

What is "Urgency"?

The B.B.C. have two general rules governing this section of their work. With the exception of such an urgent and unusual case as that of the poison pills, S.O.S. calls are only broadcast:—

1. In cases of serious illness, and then only when the address of the person required is unknown and the application is accompanied by a medical certificate, or the Company are in possession of the means of obtaining medical verification of the message.

Urgent S.O.S. calls of this kind are sometimes broadcast when the address of the person required is known, but owing to the closing or breakdown of telegraphic facilities, it is impossible to reach the addressee through the ordinary channels.

2. In case of a missing person, but only when written instructions have been obtained from Scotland Yard.

S.O.S. calls are never broadcast. 1. Unless it is a matter of life and death.

2. Unless all other means of communication have failed.

3. In cases where death has already occurred.

All sorts of people, of course, have asked for messages to be broadcast which are entirely beyond the scope of the services. One the other day wanted to pay

every expense, and then telephoned, "Don't make the cat announcement; cat returned." The loss of canaries and of parrots has been broadcast to the B.B.C. authorities in the same way; and a lady who missed her train from Manchester to Blackpool wished the fact announced in order that her friends might not wait for her.

General Strike Appeals.

The General Strike produced many curious appeals. There was that of the lady who had to get up early to walk to business, and asked the B.B.C. to broadcast a message to her neighbours to stop playing the piano after midnight; and there was the bookmaker who had had an unlucky day at the races and telephoned from an obscure hotel in Chester that he feared his clients had discovered his whereabouts, and asked the B.B.C. to let him know in their next transport bulletin "the next train leaving Chester, the destination being immaterial."

Then there was the case of the man embarking at Southampton for Australia, whose friends wanted a message broadcast telling him "not to worry, as they had found the tickets he had left behind in Glasgow."

The most extraordinary appeal of all came from a man who telephoned to say he wanted a message broadcast for silver paper. "What do you want silver paper for?" he was asked. "I make it into balls and give them away," he replied, and then added, "Do you know what I like best in your programmes. I like your afternoon concerts. I put on the headphones, take a glass of beer, and go to sleep."

"PLANE" SPEAKING.

ADVERTISERS' SLOGANS THAT NONE CAN ESCAPE.

A gigantic, booming voice, coming from behind a bank of clouds, amazed those who, the other day, were standing on the flying ground at Philadelphia, U.S.A.

A moment or so later, moving a mile above the ground, appeared a twin-motored biplane.

From it, though it was so high, came the sound, not only of talking, but of singing and music, which reached the ears of those over a wide area below.

Developed after years of research, the apparatus producing this enormous voice from the sky weighs half a ton, fills the cabin of the big aeroplane, and is operated by two men.

Magnified Tones.

A word spoken in an ordinary tone into a special microphone is so magnified and radiated downward that it can be made audible without distortion to vast concourses of people in cities or public assemblies over which the aeroplane may be flying.

An equipment or installation in a multi-motored plane is to be sent to Europe by the organisation controlling the invention—the Plane-Speaker Corporation.

The invention is to be developed in connection with advertising announcements. A new "terror" of ultramodern life may be a stentorian voice, from aloft, making itself heard even above the traffic roar of a great city; "booming" the merits of some proprietary goods.

Architects and Builders

recommend "NAUTILUS FIRES"

Because they give the highest heating efficiency, are economical in fuel consumption and do not give smoke troubles.

They are removed, in less than one minute when the fire place can be decorated with plants for the warm weather.

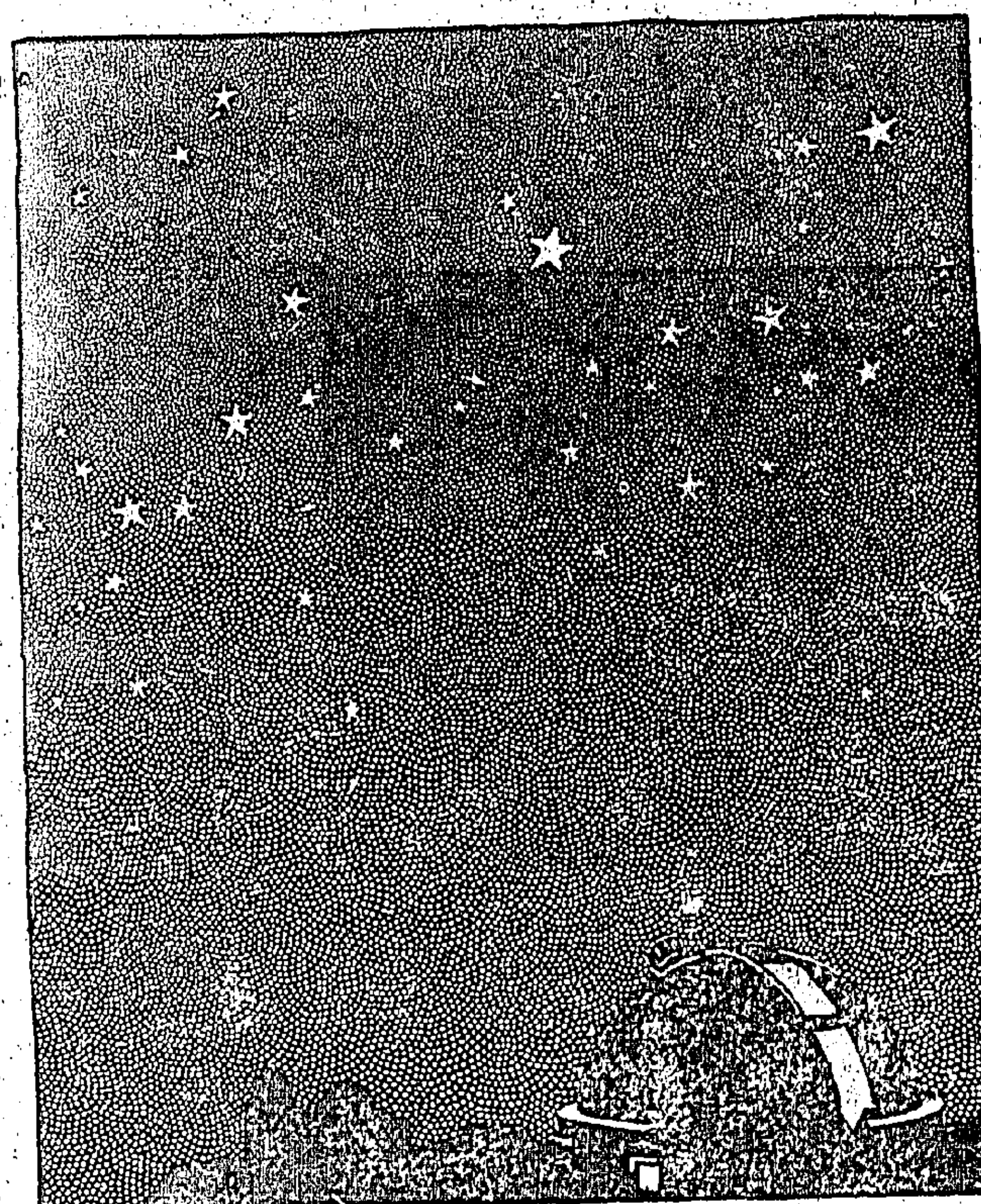
A fully descriptive illustrated catalogue showing how to heat the room, and not the chimney will be sent post free on request.

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Its ever constant quality, its never changing good taste, continue to win more and more smokers to Chesterfield

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If you cannot obtain Chesterfield Cigarettes from your tobacco dealers, Duty Paid or In Bond, please call up C. Chan & Co., 10 Des Vœux Road Central, phone No. C. 4955.



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

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FENGTIEN FEARS.

KUOMINCHUN MENACE TO BE CHECKED.

Peking, Nov. 19. The results of the conference of Fengtianites in Tientsin are now becoming apparent, though an official statement has not been issued. The Fengtianites undoubtedly consider the advance of the Kuominchun through Shensi a distinct menace, and have decided they must attempt to overthrow the Kuominchun immediately.

It is understood Wu Pei-fu and the Shensi Tupan, Yen Hsi-shan, concur in this.

Wu Pei-fu has already despatched reinforcements to assist Lou Chen-hua, who was forced to abandon the siege of Sianfu and fall back on the Shensi-Honan border, and it is believed Wu Pei-fu will place himself at the head of these reinforcements.

Yen Hsi-shan has agreed to participate by repelling any Kuominchun forces entering Shensi, while the Fengtian generals Kao Wei-yu, the Tutung of Chahar Tang Yu-lin, and the Tutung of Jehol Yu Chen, commandant of the Tenth Army, have been instructed to prosecute a vigorous campaign against the Kuominchun.

A further brigade of Fengtianites have also been despatched to Kaigun to participate in the offensive. Meanwhile Chan Tsung-chang is despatching the third, sixth and eleventh armies and thirty-fifth division and an armoured car section southwards to "reinforce" Sun Chuan-fang.

How far these troops will go, and whether they will willingly return if once they occupy Kiangsu and Anhui, is considered problematical. It appears from the foregoing decision that the proposed drive towards Hankow has been given up, at least temporarily, and is unlikely to be undertaken unless the Kuominchun in the north-west be severely defeated first.—*Reuter.*

ECONOMIC CONFERENCE.

RECOMMENDATIONS TO LEAGUE COUNCIL.

Geneva, Nov. 19.

The preparatory economic committee has drafted a report to the Council of the League proposing that an economic conference be convened on May 4 next, and that all economically important states in the world be invited each to send a maximum of five delegates chosen for their personal qualifications and not as representatives of governments.

Experts may also attend but will not be entitled to speak or vote.—*Reuter.*

Preparatory Discussions.

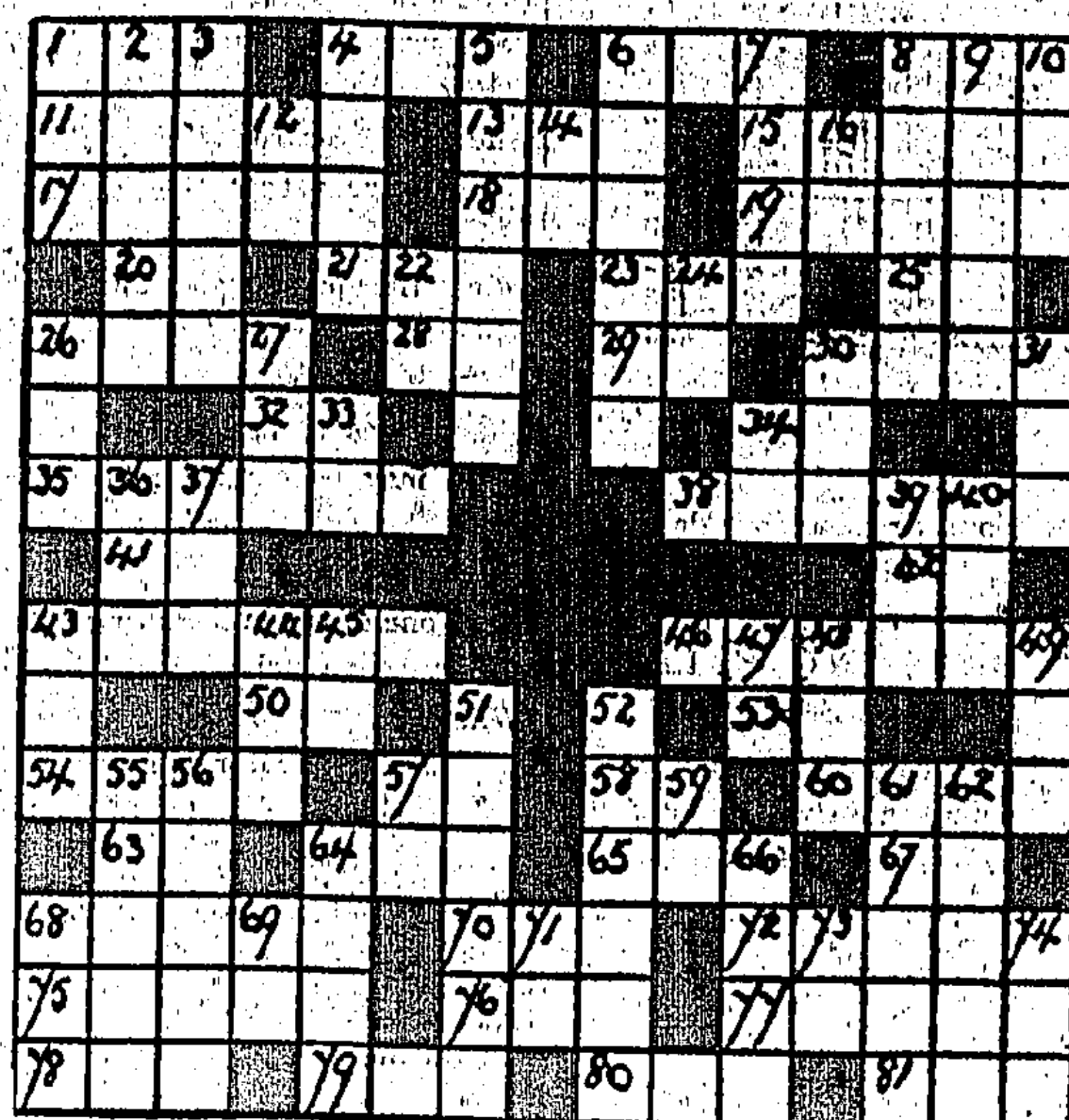
Rugby, Nov. 19.

The preparatory committee of the League of Nations which has been considering the date, composition and scope of the Economic Conference, suggests the first meeting should take place on May 4 next year.

It is proposed that each of the Governments of all States of importance in the economic life of the world should appoint five members chosen for their personal qualifications, and that they should not be spokesmen of official policies. If the preparatory committee's recommendations are endorsed by the League Council it could have power to make a limited number of additional appointments.

The Conference, according to report, is to be regarded only as a stage in the continuous work of international collaboration in the economic sphere. The scope of the Conference investigations is broadly outlined, and includes two classes of questions to which the committee has given special prominence at the present time. These are the questions of commercial and tariff policy, and proposals for international industrial agreements.—*British Wireless.*

OUR CROSSWORD PUZZLE.



Across.

1. Cruise.
4. The summit.
6. Help.
8. An adder.
11. Covered by water.
13. A conjunction.
15. Kind of duck.
17. An Indian Queen.
18. Pole.
19. The positive pole.
20. Concerning.
21. Floor covering.
23. A measure of length.
25. Royal Academician (abb.)
26. Could not be better.
28. Myself.
29. Sign of artistic success.
30. A valley.
32. Like.
34. Opposed to "form".
35. Strolling beggars.
38. To reel.
41. Aloft.
42. Upon.
43. Things to be done.
46. Thinly scattered.
50. Magnetic force.
53. Correlative of either.
54. Fuel.
57. Proportional representation (abb.)
58. First class.
60. A taste.
63. Edward Rex, (abb.)
64. Masticate and swallow.
65. Ocean.
67. A degree.
68. Wide.
70. Printer's measure (pl.)
72. Impress.
75. A French river.
76. Part of a fish.
77. One who poses.
78. Starting-point in golf.
79. No.
80. A signal for help.
81. Point of the compass.

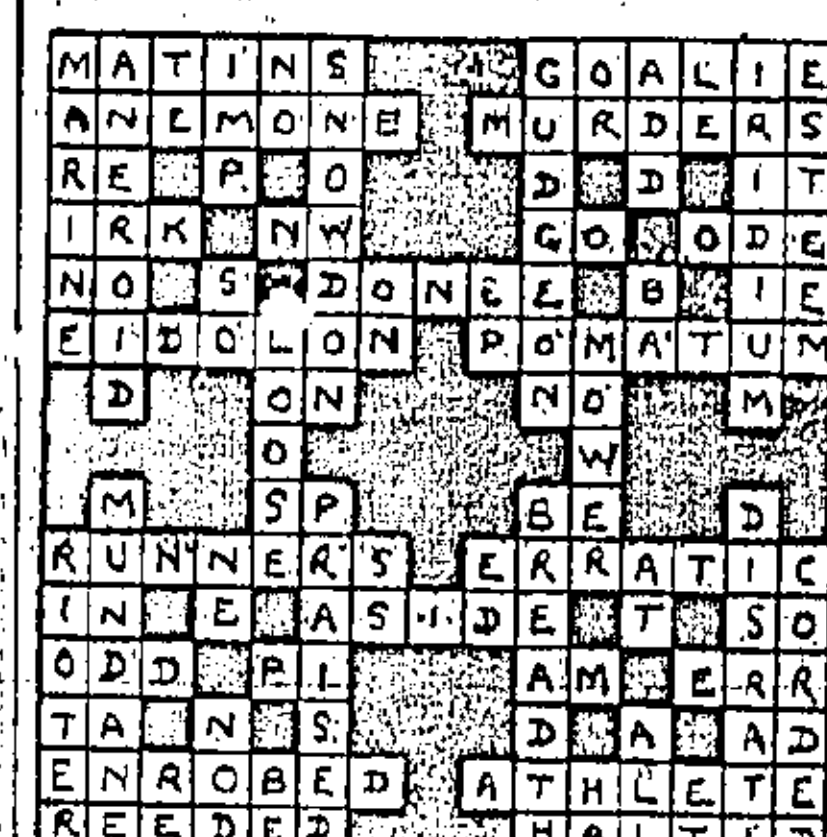
Down.

1. Distant.
2. Conscious.
3. Inhabitants of Denmark.
4. Personal pronoun.
5. Divided.
6. Vipers.
7. A business transaction.
8. To love and admire.

Down.

9. A covered chair.
10. Before (prefix).
12. Direction of the wind.
14. Negation.
16. Within.
22. Part of the verb to be.
24. The (French).
26. Used in popular game.
27. Girl's head-gear.
30. Speak.
31. The organ of hearing.
33. The odds.
34. Towards.
36. Small carpet.
37. A tailless monkey.
39. A hill.
40. Same as 70 across.
43. A high mountain.
44. Denotes denial.
45. Clerical degree (abb.)
47. Post Office.
48. Skill.
49. An ovum.
51. A blood vessel.
52. Crowds of people.
55. Weird.
56. Got up.
57. Pennsylvania (abb.)
59. That is (Lat. abb.)
61. To heap up.
62. Appellations.
64. A famous garden.
66. Small venomous serpents.
68. A flying mammal.
69. One.
71. Negative.
73. Indicates a point reached.
74. Before (prefix).

Yesterday's Puzzle.



CUBA'S SUGAR CROP.

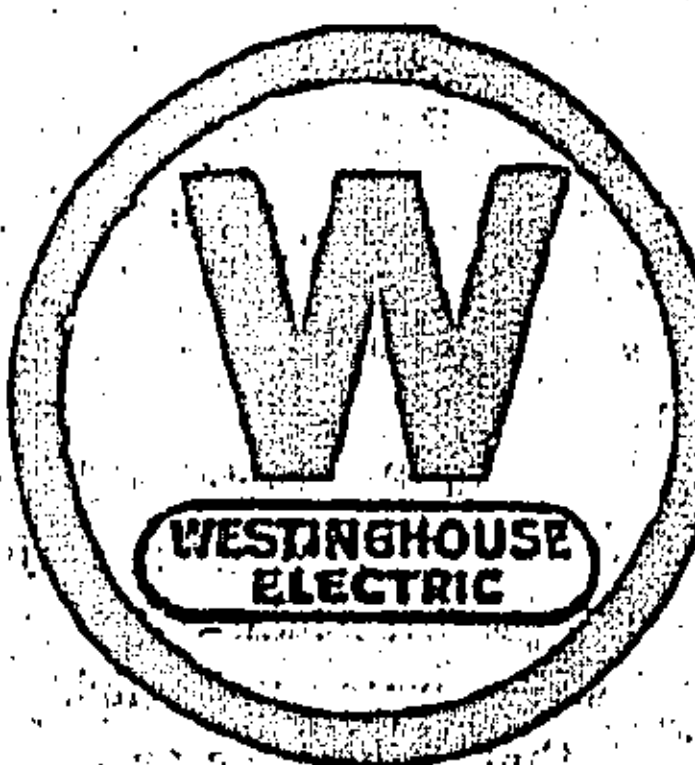
Havana, Nov. 19.

It is officially announced that Cuba's next sugar crop will not exceed 4,500,000 tons.—*Reuter.*

MRS. SEKAI

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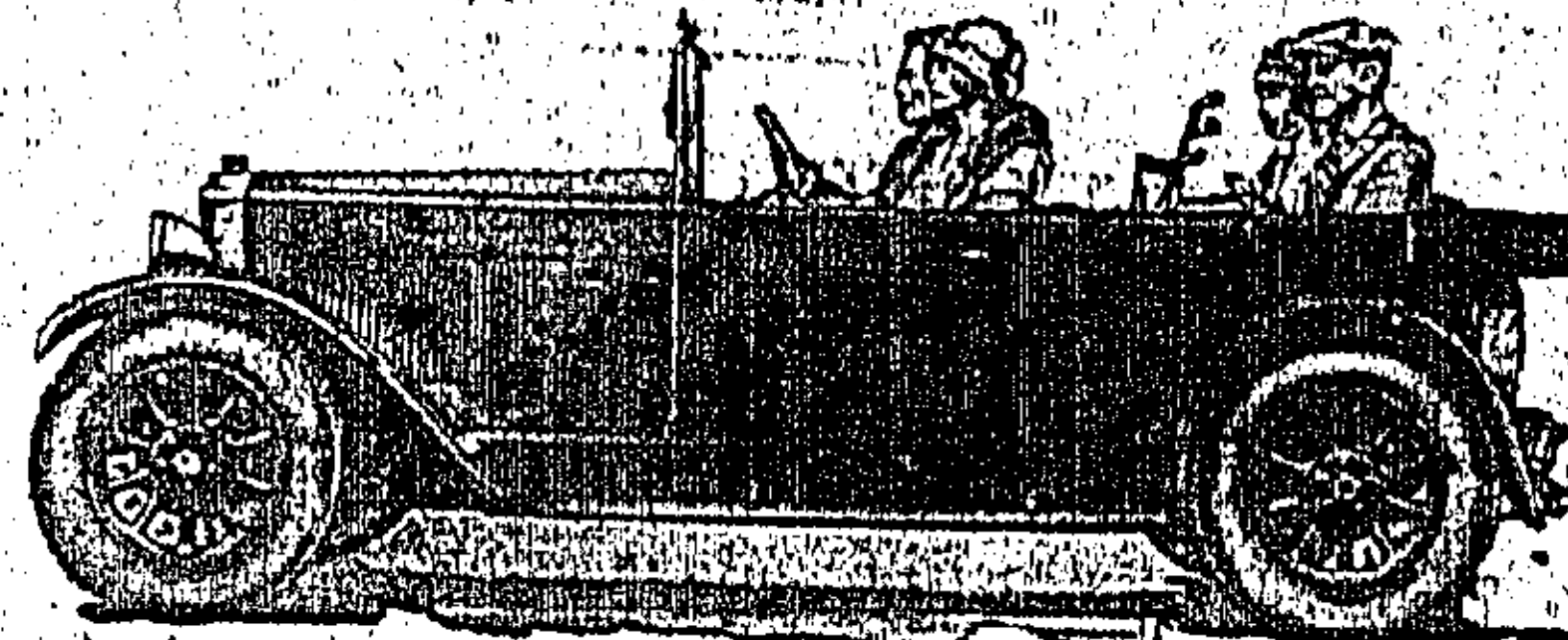
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In aid of the funds of the Society for the support of the Poor of Hongkong.



FIAT 509

a Four Seater Torpedo
De Luxe Car with all of
the latest refinements

To be drawn for on the night of the Society's 43rd. Annual AL FRESCO FETE—5th December, 1926. Tickets (\$3. each) on sale at various Clubs, etc., and at the Durd Motor Co., Kowloon where the car is on view.

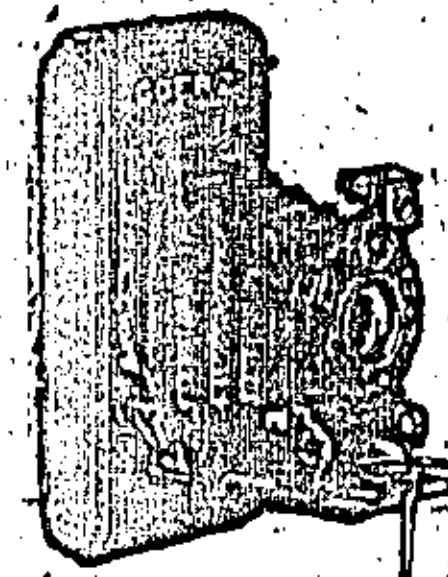
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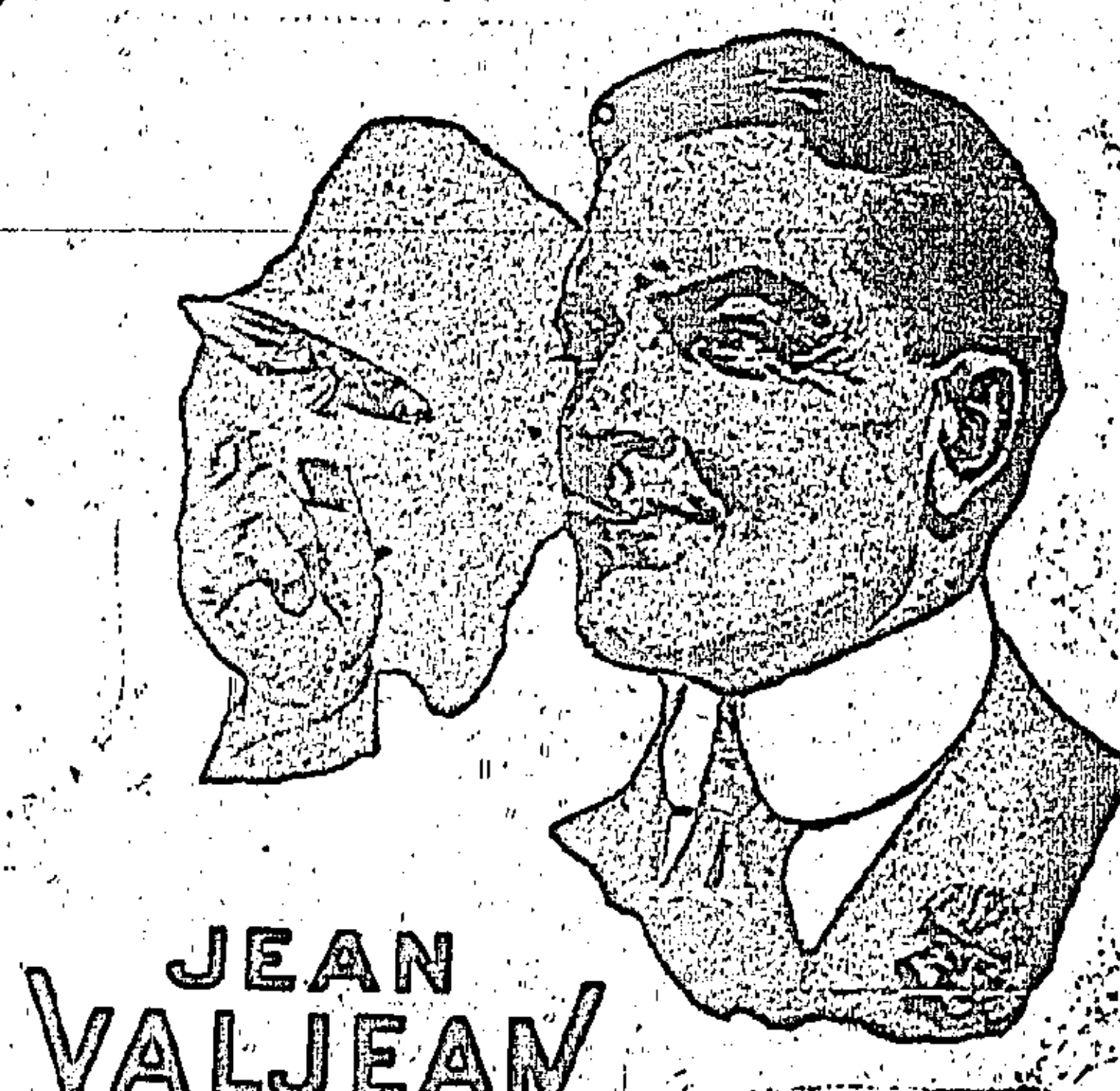


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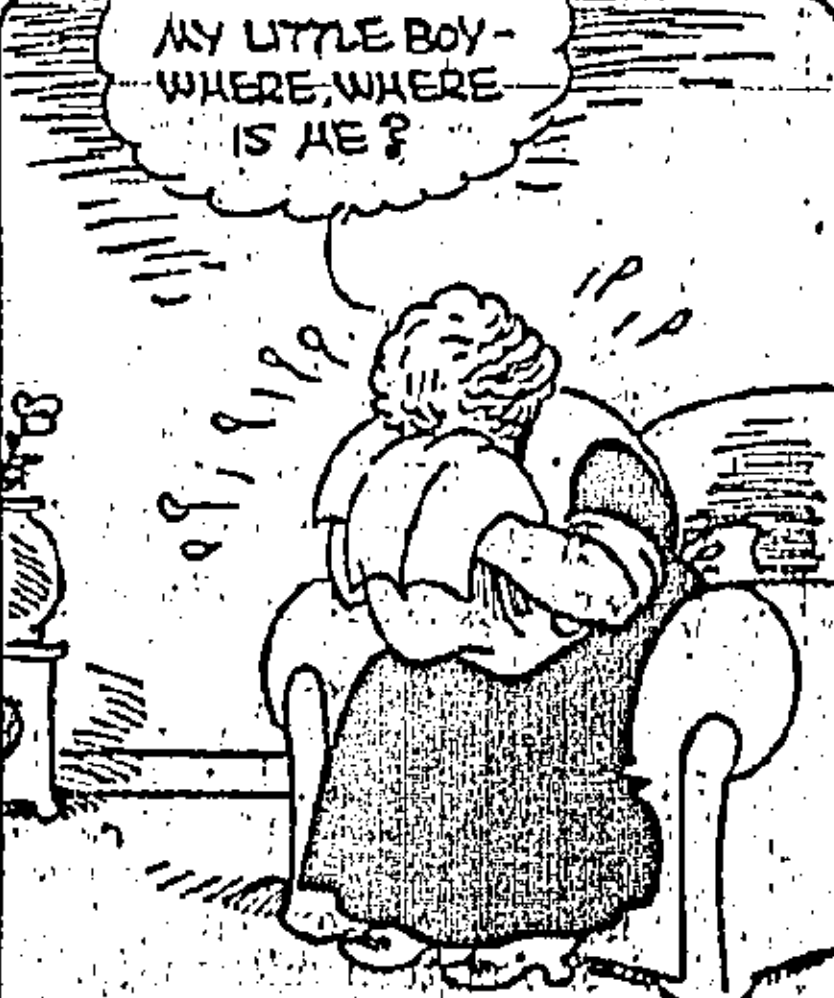
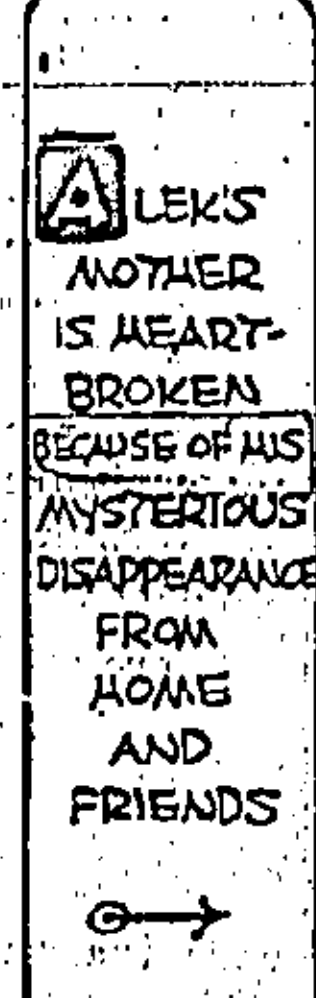
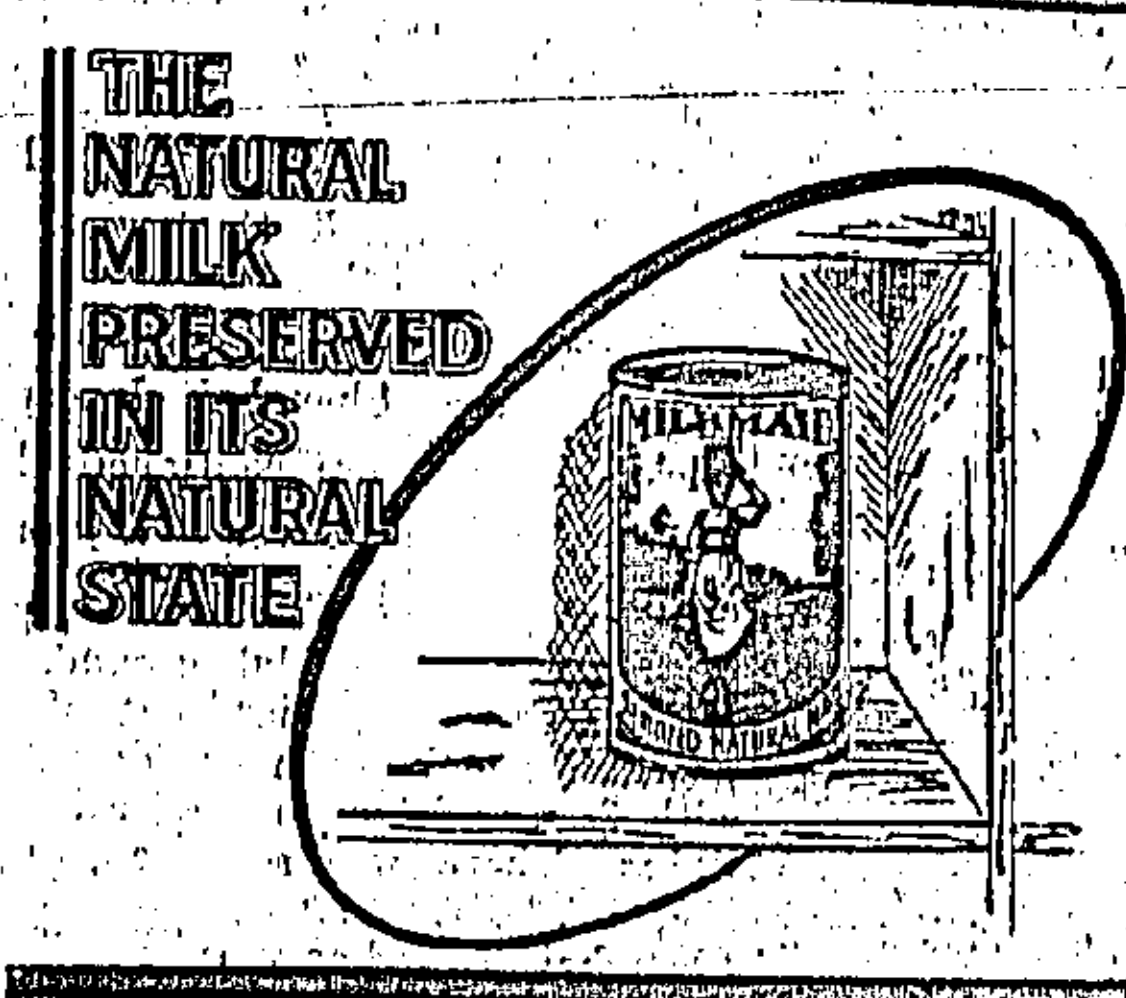
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ABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

FRECKLES AND HIS FRIENDS

A Clue!

By Blosser



Autumn—and the approaching Winter—

bring to mind steps that may be taken to protect the fragile, and susceptible.

'WATSON'S'

MALT EXTRACT with COD LIVER OIL

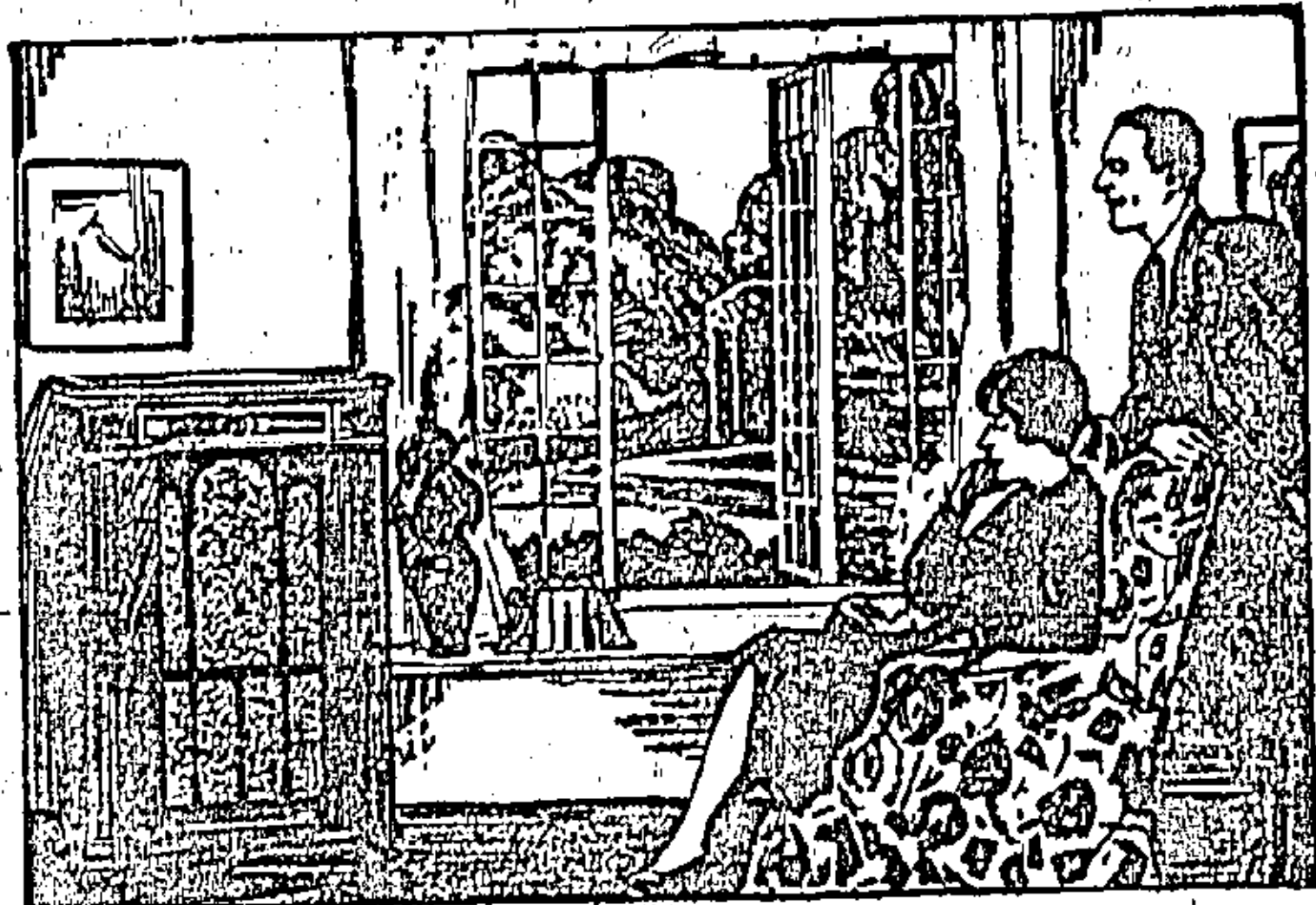
gives valuable support to the patient's natural power of resistance.

Prepared from British winter malted barley and cod liver oil specially selected for its vitamin content. Its palatability makes it acceptable to the most fastidious.

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Nothing else is like it

THE new Orthophonic Victrola Musical marvel of the age. New in conception. New in principle. New in design. There is nothing with which to compare it... except the performance of the flesh-and-blood artists themselves!

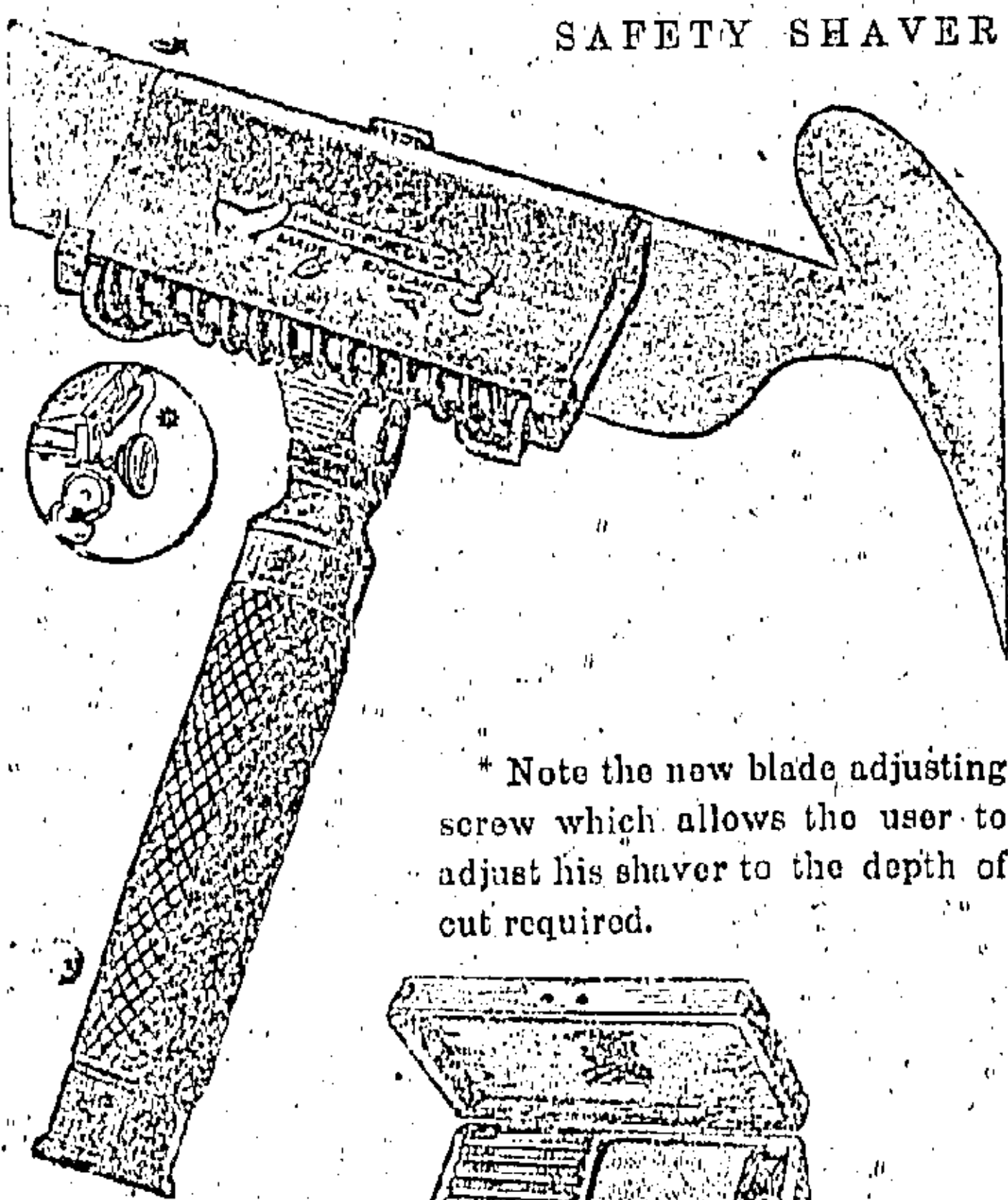
"Some day," you have said, "we will have an Orthophonic Victrola." Why wait? Think of the joys you are missing. You can easily own one. There are many beautiful models, at a wide range of prices. Come in and hear this great instrument—soon!

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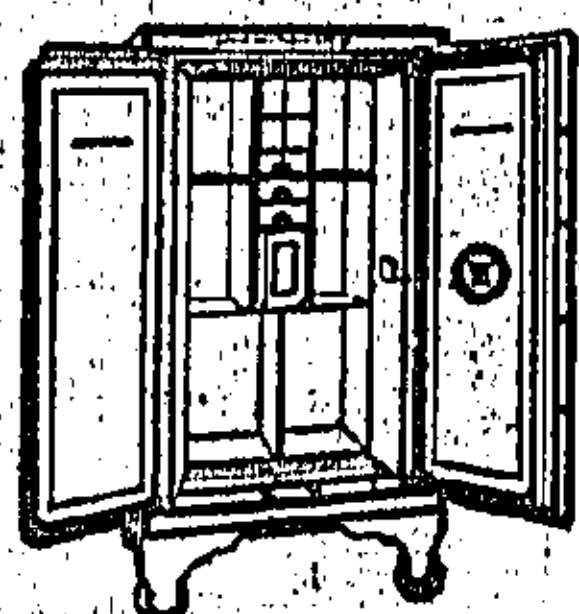
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The New Orthophonic Victrola

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* Note the new blade adjusting screw which allows the user to adjust his shaver to the depth of cut required.

3-day set
(3 blades)
\$17.507-DAY GOLD PLATED SET
\$40.007-day set
(as shown)
\$27.50THE CELEBRATED
WILKINSON'S SAFETY SHAVER
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The Telegraph

SATURDAY, NOV. 20, 1926.

WAR DEBTS.

Every now and again the war debt question again crops up, and the latest figures to be issued regarding the position of Britain in the matter are certainly most illuminating. These show that the amount so far received by Britain in respect of funding agreements which have been signed totals \$6,050,000, whereas the amount of principal and interest due to us over a period of sixty-two years comes to no less than \$1,099,000,000. Strange as it may appear, Italy has paid us double the amount that France has, despite the fact that her obligations are only about one-third of the French total. A point to be borne in mind is that whilst there is still a huge sum outstanding as due to Britain, we are continuing to pay our debt to the United States, the capital amount still to be met being \$332,000,000. Britain's policy, as has been stressed again and again, is not to secure all that is due to her in war debts; we shall be quite satisfied if we are able to get sufficient to offset our indebtedness to America. But whether we succeed or not, it is a cardinal point of our policy to discharge all the obligations we have incurred.

In spite of the fact that many efforts have been made to adjust the Franco-American debt, this issue still remains unsettled. It is true that a tentative agreement was reached between the U. S. Debt Commission and the last group of French negotiators to visit America; but this still has to be pronounced upon by the U. S. Congress. Under that agreement, America would forego a good deal that is actually due to her. The recent elections in the United States are not calculated to have any marked effect on the issue of ratification or rejection, for the simple reason that the old Congress will function until March. Congress re-assembles next month, and, judging from the latest Press comment available, legislative sentiment will be against any further concessions. It is expected that the Republican "regulars" will support the tentative agreement, but the "insurgents" are considered likely to oppose it. Opinion appears to be divided as to the probability of the administration getting help from the Democrats, but it is noteworthy

that two prominent Democratic Senators—Harrison and Caraway—adopt the attitude of "Pay the whole debt or repudiate it." It would appear that the Secretary of the Treasury, Mr. Mellon, wants the provisional agreement endorsed.

Reading between the lines, the view seems to be warranted that there may be a stiff fight in the U. S. Congress over this question of the French debt, which is likely to be one of the outstanding issues of American politics this winter. Whatever may be said as to the merits of particular debt problems, it is certainly a pity that definite decisions cannot be reached. From many standpoints, the British idea of mutual cancellation has much to commend it, but it would appear at the moment that there is little prospect of such a solution being adopted.

A Fine Work.

The annual report of the Society of St. Vincent de Paul, just issued, again makes clear the very fine work the Society is doing for the relief of the poor of the Colony and should do much to inspire a greater measure of public support this year. Owing no doubt to the general business depression and other adverse conditions, the Society's revenue last year was nearly \$6,000 less than in 1924, in consequence of which the Society was obliged considerably to curtail its charitable activities. The report discloses in detail the whole of the work performed and shows how much money was spent by relief in money and provisions, the payment of rent, the purchasing of clothing and shoes, the assisting of destitute desirous of going elsewhere to their homes, the education of poor children and assistance to the St. Joseph's Home for the Aged Poor at Kowloon Tong. It makes extremely interesting reading and is a record of very fine humanitarian work. The Council, from Mr. J. M. Alves (the enthusiastic President) down to its last member, is to be congratulated on the labour of love performed. Within a few weeks from now, the annual *fresco fete* will be held and monetary contributions solicited, and we would earnestly recommend the appeal of the Society to the sympathetic and charitable consideration of all. The Society enjoys well-deserved popularity but it needs more than that to maintain its effectiveness—it needs the practical assistance of the benevolently minded. We feel sure that Hongkong will respond as generously as possible to help a work so worthy as that of making poverty less cruel and tyrannical.

EXCHANGE RATES.

Rugby, Nov. 19.	
Paris	134 1/2
Geneva	26 1/2
Berlin	20 1/2
Oslo	18 1/2
Helsingfors	192 1/2
Rio	6 1/2
Shanghai	2 1/2
Brussels	34 1/2
Milan	115 1/2
Copenhagen	18 1/2
Prague	153 1/2
Lisbon	2 1/2
Bombay	1/5 1/2
Yokohama	2/0 3/4
New York	48 1/2
Amsterdam	12 1/2
Stockholm	34 1/2
Vienna	31 1/2
Madrid	46 1/2
Buenos Aires	2/0 1/2
Hongkong	25 1/2
Silver (spot)	25 1/2
Silver (forward)	25 1/2

—British Wireless.

SHAW REFUSES.

NOBEL PRIZE MONEY DECLINED.

Stockholm, Nov. 19. Mr. Shaw's letter accepting the honour of the Nobel award but suggesting the accompanying money (\$25,000) be devoted to the encouragement of Anglo-Swedish intercourse in art and literature, is interpreted as tantamount to rejection of the whole award. The general view is optimised by a member of the Academy stating that the prize money cannot be used as Mr. Shaw suggests, and must be retained by the committee as though the award had not been made.—*Reuter*.

DAY BY DAY.

THE TONGUE IS THE INSTRUMENT OF THE GREATEST GOOD AND THE GREATEST EVIL THAT IS DONE IN THE WORLD.—Sir Walter Raleigh.

The market hitherto kept open in the matched or market-building at Praya East has now been closed.

The Ben Line s.s. Bengloe, from Home and Straits ports, is due here on the 26th instant.

Sub. Lieut. E. W. Howard-Crockett has been appointed to H. M. S. Despatch, additional, and Sub-Lieut. C. H. de B. Newby to H. M. S. Vindictive from Nov. 2.

At the P. W. D. Offices on December 6th, there will be sold by auction Rural Building Lot 310, situated at Craigmin Road. It has an area of 11,000 square feet, and the upset price is \$1,320.

It is notified that Lau Chung-pun has been appointed to be a "Forest Officer" for the control and superintendence of the forests of the Colony, with effect from 15th November, in succession to Leung Kim-chun resigned.

To-morrow, at 9 a.m., His Lordship Mgr. H. Valfonta will solemnly open the new Catholic Chapel at Tai Po (N. T.). All friends and benefactors will be welcomed. The 8.30 a.m. express train from Kowloon will stop at Tai Po Market.

It is notified that the names of the Andrew Forbes and Company, Limited; the China Metals and Welding Company, Limited; the United Asiatic Company, Limited; the Hing Loong Oil Manufacturing Company, Limited; and the Hiran Mineral Water Company, Limited, have been struck off the Register.

For resisting to permit a lunkong to search him, a Chinese was fined \$10 at the Central Magistracy yesterday, it being proved that the defendant kicked the police officer when requested to submit to a search. The defendant pleaded that the complainant was in plain clothes and did not reveal his identity.

In view of the fact that the clocks installed in the different streets in Canton are generally incorrect and that it is highly important that good time be kept by the people, the Municipality has decided to fire a signal gun at noon so as to inform the people of the correct time and to unify the time-keeping of the whole Municipality.

The Health Bulletin of Eastern Ports issued by the League of Nations, for the week ended November 19 shows the following cases of infectious diseases: Plague, Mauritius, two cases, Tourane one, Cholera, Calcutta 19 cases, Singapore three, Haiphong 22, Saigon one and Bangkok two. Small pox, Bombay four cases, Calcutta two, Madras three, Singapore six, Sourabaya one and Bangkok two.

A double tragedy has occurred at Millbrook-street, Cheltenham, where Mrs. Clara Pitcher, aged seventy-eight, and her son, Charles Reuben Pitcher, aged forty-five, were found dead. The woman was lying on the sofa with a bullet wound through the temple, and her son was asphyxiated by gas. He had been in ill-health and out of employment.

REVOLT IN BRAZIL.

REBEL AEROPLANES DESTROY BUILDINGS.

Buenos Aires, Nov. 19. Advice received here indicates that an insurrection has broken out in the Brazilian state of Rio Grande do Sul. It is reported that loyal and mutinous troops came into conflict in the towns of San Gabriel, Santa Maria and Bagé. Rebel aeroplanes bombed Santa Maria, destroying a bank and a large hotel.—*Reuter's American Service*.

AMERICAN CAPITAL.

BIG FINANCIAL CORPORATION FORMED.

New York, Nov. 19. A new international finance institution, called the American, British and Continental Corporation, has been formed with a capital of fourteen million dollars for the purpose of affording a channel of investment for American capital abroad. The corporation is stated to be supported by banking houses in many European capitals.—*Reuter*.

A NATION OF SHOPKEEPERS.

Some Aspects of British Trade.

Since the days of Napoleon, the French have described the British as a nation of shopkeepers, and I contend that such a statement is an unwitting flattery. The three main branches of the nation's trade—manufacture, home consumption, foreign markets—are to-day akin to a hunted vixen and two cubs before bounds, and their one chance of survival lies in keeping ahead. Previous to 1914, British manufacturers reaped plentiful reward for their unceasing efforts to surpass their own previous records in quality. The world was generally rich, and eager to secure the best in every market. Various obstacles to expansion arose during the war years, but these were mostly due to difficulties of distribution, and were, in no sense, the result of foreign competition. Since the short-lived post war boom, which ended in disastrous at home and abroad, an entirely new mental attitude has become apparent, and much readjustment is called for between manufacturers and distributors on one side and purchasers on the other. And the public attitude towards trade needs to be readapted.

The pre-war prosperity allowed a certain large section of British society to build up an affectation of superiority and indifference toward commercial life. The system was held up to ridicule in popular works of fiction, and successful magnates hurriedly changed their names, and assumed an interest in other matters. Such consolation as they gained was in direct relation to their generosity, and much "blown upon" by sobriquets such as "Boscy Baron." The high cost of living, and the influx of Americans with their opposite and more apposite views on this subject, is bringing the whole country to a reversal of its former prejudices, and causing an enthusiastic adoption of commercial careers amongst the sons of the aristocracy and the services. This *volte face* is still excused in flimsy fashion and business openings are flippantly discussed at Society's dinner tables with an assumed indifference, but it is on that unstable basis that England's hopes of prosperity rest. If we are to outrun the hounds of foreign competition, whether it be supported by true value or subsidy, the whole nation must suffer this great "sea change," and become in their hearts and minds "a nation of shopkeepers." The laws of social economy are despotic and absolute. Man, individually and collectively, lives by trade and if he places members of the community in positions where they adjudicate law and order by bayonet or battleship, positions in which they govern communities, and set a certain standard of living, they fill these posts by consent of the people.

A Colony is planted by a few hundreds of traders, who, at a stage of prosperity, and not until then, set up a recognised form of Colonial Government in the interests of their own expansion. These men submit to taxation, and in return obtain a figurehead, and he acts as a go-between in matters needing protection against interference in trade. They pay this figurehead, and a military contribution, and they pay this directly from profits. The plain duty of Government is to expend its whole energy in the furtherance of trade, regarding the public under its control as a single factor, since individual prosperity reacts throughout the community.

Such a violent change in public opinion is certain to have drawbacks, and detractors will argue, from some curious thesis, that art is a sacred inspiration, and therefore besmirched by commercialism. The celebrations in honour of the visit of the Shanghai Interport cricket team were continued last evening, when a very enjoyable smoking concert was held on the Hongkong Cricket Club ground. Tables were laid in front of the pavilion, which was gaily decorated with flags and bunting and coloured lights. There was a large gathering, including members of the Shanghai, Hongkong and Services teams, and an excellent programme was presented. The Band of the K.O.S.B. played a number of selections, and several well-known local artists contributed songs and variety items.

RAILWAY SMASH.

BIRMINGHAM-YORK EXPRESS INVOLVED.

London, Nov. 19. Nine persons were killed and many injured in a collision between the Birmingham-York express and a goods train near Rotherham. There was a whirlwind of splinters, a tremendous crash and heart-rending screams as the express, carrying about 150 passengers, which had just passed Parkgate station, near Rotherham, collided with the wagon of a goods train which was fouling the line. Two coaches of the passenger train were wrecked, the slides being torn off, and nine people were killed and two seriously injured.—*Reuter*.

SMOKING CONCERT.

ENJOYABLE FUNCTION AT THE H. K. C. C.

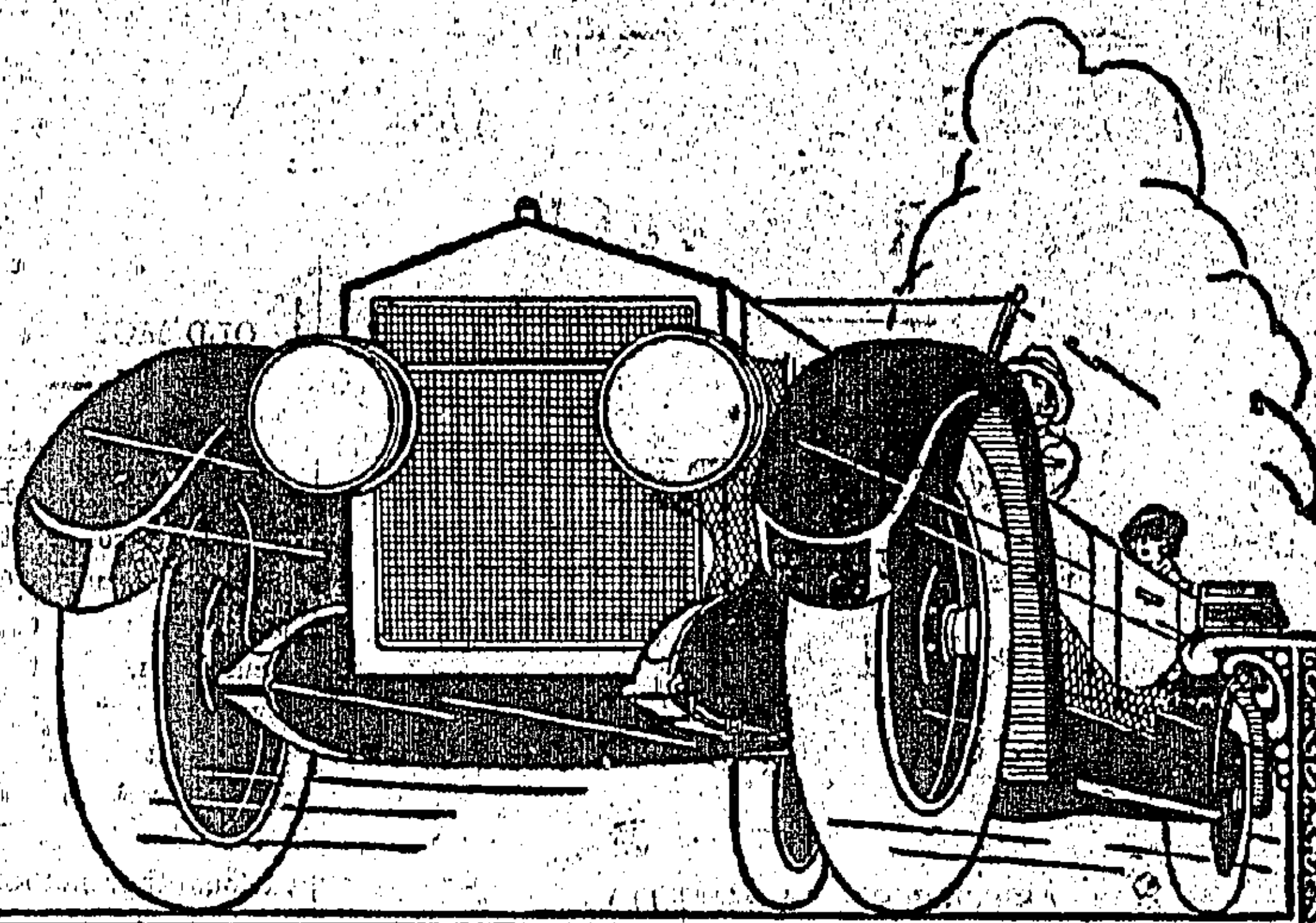
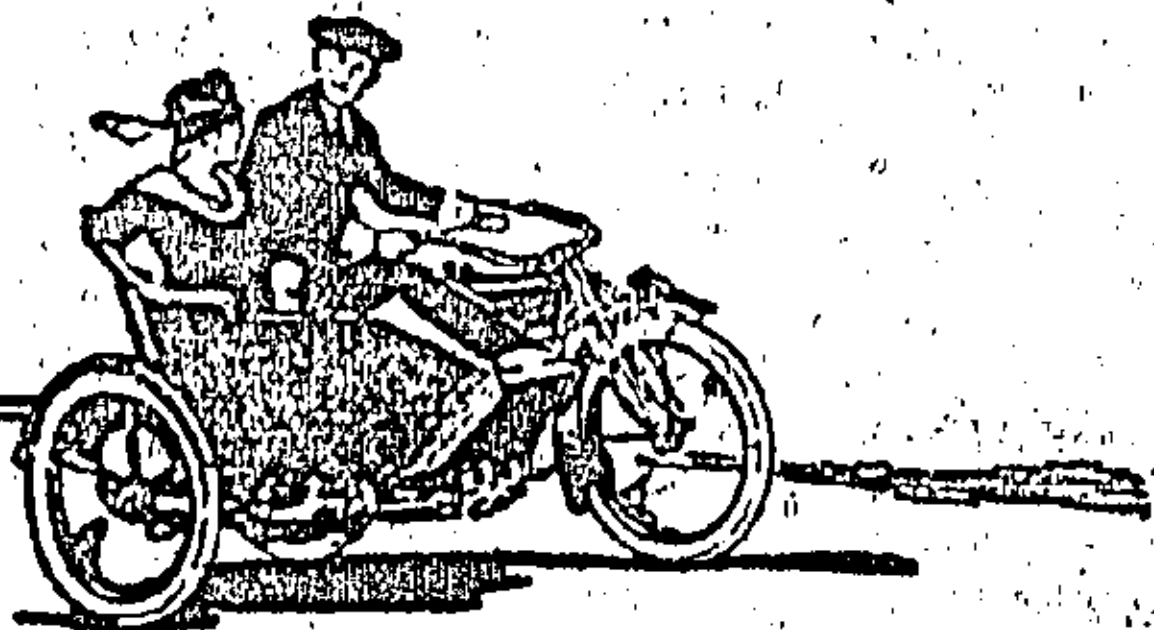
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MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 20th. NOVEMBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association).



CURRENT COMMENT

Roads and Loads.

Supervision of commercial vehicular traffic is an item which has entered largely into the routine work of our traffic officers. As the traffic grows in volume, and the number of licences increases from month to month, the fact becomes more apparent that, as a whole, the streets of the Colony are far from ideal for heavy traffic, and that in order to ensure the maximum degree of safety, it is absolutely necessary to exercise strict control of drivers and loads. Supervision of the former has been achieved by the thorough examination of the capabilities of the motor lorry driver, as distinct from the chauffeur of the touring car, and the undue optimism which sometimes leads the native driver to believe that he can transfer from the one occupation to the other without further training, has been curbed. The second part of the supervision has to do with the regulation of loads with a view to preventing overloading, and this calls for the inspection of the machine itself. The importance of this part of the examining officer's work is well brought out in the case of converting the chassis of an ordinary touring car into a lorry chassis. Such transformation is, of course, not by any means ideal, but a number of such instances have been recorded.

Careful Inspection.

A formula has been drawn up for the thorough and reliable inspection of the converted chassis when completed. The chassis must be in a condition to withstand projected loads, particularly when negotiating slopes. In converting a touring car into a trade vehicle, it is therefore necessary to (1) strengthen the frame, (2) reinforce the springs, (3) to thoroughly overhaul the engine, fitting in a special set of lower gear, when advisable, and last, but not least, to ensure that the braking system is efficient. The load limit is then calculated in relation to the power of the engine, and the maximum weight considered to be safe, is plainly marked on the body of the vehicle. There is a penalty provided in the Traffic Regulations in respect to overloading, and quite a few drivers have been fined for a breach of them.

Commercial Transport.

From the above it will be noticed that Hongkong merchants are at last realising that motor transport is the most effective and economical system, and there is every indication that other firms will acquire lorries of the particular type suited to their needs in the near future. In this respect, Hongkong is fortunate in up-to-date establishments handling various well-known makes of vehicles, where the enterprising merchant can purchase a vehicle in the assurance that the little problems which are bound to arise, will be capably handled.

Commercial Motoring.

With regard to the products of the famous Armstrong Siddley Factory, it is interesting to know that a local motorist has arrived back in the Colony with one of the "Taillon" 6 cylinder-18-50 h.p. models with which he spent an enjoyable holiday motoring in the British Isles last summer. No less than 6,500 miles were covered, many of which were

through particularly hilly country such as Dartmoor, Westmorland Lake district, the Trossachs etc. the intervening stretches providing a gruelling test for motor cars. After keeping a careful check, it was found that the consumption worked out at 21 miles to the gallon, only six pints of oil were used (the crank case being drained out after 2,000 miles and the oil replaced), and no water was added to the cooling system. All through the tour the car behaved most admirably, and the owner is not unnaturally proud of the performance. This same car may be used as a demonstrating model to any local motorist who is interested by applying to the Hongkong Hotel Garage.

Watch Your Brakes.

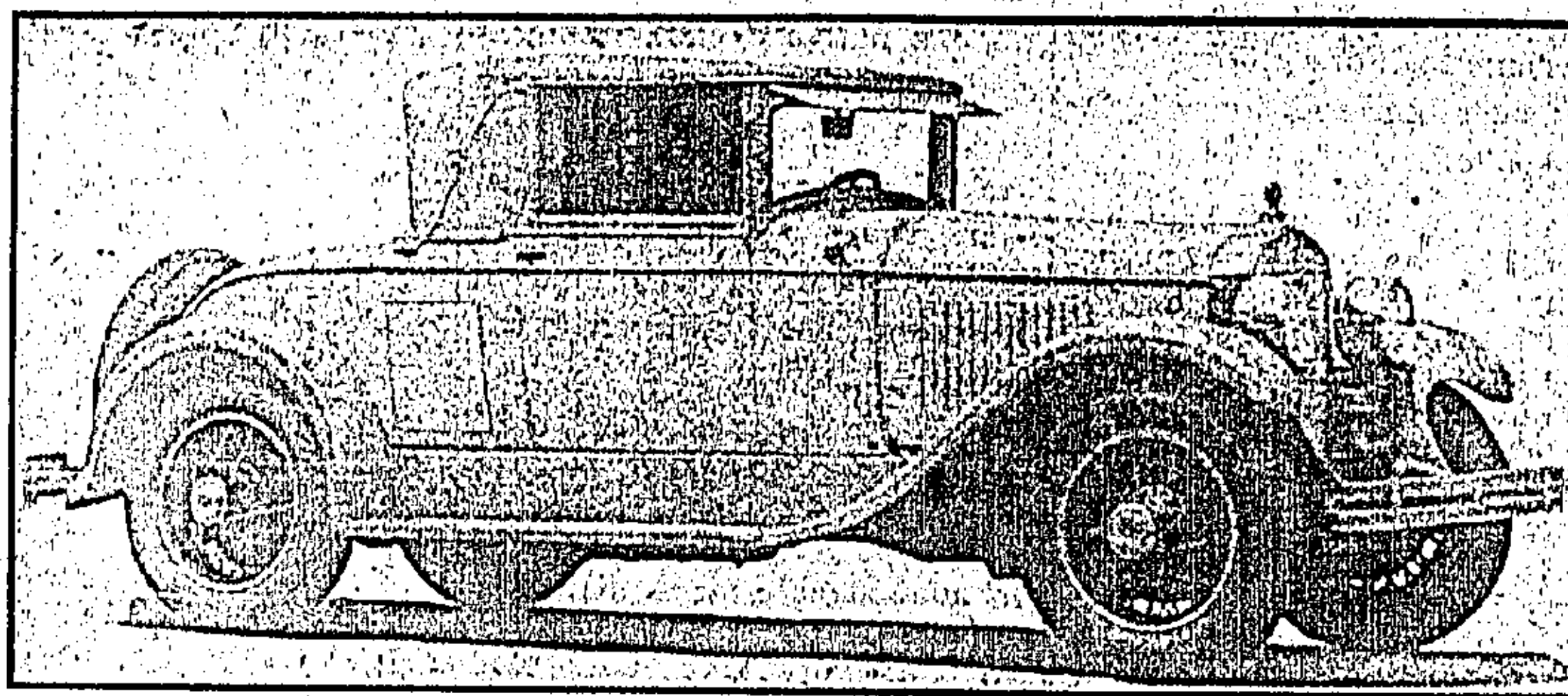
A number of private cars have lately received the attention of the Traffic Officers owing to the brakes having been proved unserviceable. One or two of these vehicles have been involved in accidents, in some cases causing injury to pedestrians. It is the duty of every car owner to ensure that his brakes are in good working order, and if they are found to be faulty, to have the defect remedied immediately. A regulation states that "all motor vehicles shall be fitted with two independent brakes in good working order," and no owner should wait for the police to discover that he is not obeying that regulation. One occasionally meets with a type of driver who takes a pride in the fact that he understands the "feel" of his car to an extremely fine degree so much so, that should he offer the wheel to a fellow motorist who happens to be taking a spin with him, he invariably gives instructions regarding some weakness or other, not infrequently concerning the brakes. "You hadn't better rely on the hand-brake, Old Chap, it's a bit groggy," was the caution we heard recently, and the example illustrates the carelessness to which we would draw attention.

No matter how a driver understands his car, he cannot expect that understanding to exercise control over mechanical defects, especially in emergency, and every motorist who drives a car under such delusion is not only guilty of gross carelessness, but a menace to other road users. We are glad to know that the police are on the look out for such people.

Road Improvements.

It is indeed cheerful and comforting to see that efforts are being made to improve the road leading to Castle Peak. Recently one set of railway lines, crossing Nathan road a short distance past Mongkok police station, has been removed, and the road approach considerably improved. There only remains one more set of lines at this point, and now that the one set has been taken away, it is hoped that those now remaining will not be left a moment longer than is absolutely necessary. The stretch of road by the Briquetting company, a short distance past Tsin Wan, to the bad state of which we have previously drawn attention, is also being attended to, and it will be a distinct relief to drivers that they will not be called upon to do "trick" riding in dodging the pot hole again. There are several rough patches on the road to Lai-chikok which will shortly need serious attention if further deterioration is not prevented.

TWO PASSENGER CONVERTIBLE CADILLAC COUPE.



A two-passenger convertible at will from a smart distinctive custom-built closed car to a racy, youthful roadster, is this new Cadillac model being shown this month in the National Silver Anniversary Salon, which marks the entrance of the company into its twenty-fifth year of manufacturing. The rumble seat and the golf compartment in rear deck make the car particularly welcomed by devotees of outdoor sports. The door and window construction, a new idea in convertible body design, is exceptionally rigid and noiseless.

BUICK RECORD.

"PLACE OF HONOUR."

RACING MEN'S CHOICE.

For nine consecutive years the Buick Motor Company have been awarded first choice of place at the National Automobile Shows of America. This means that the wholesale dollar value of the products of the Buick Motor Company for each year for the past nine years has exceeded the wholesale dollar value of any other single manufacturer in the United States, with the exception of Ford, who is not a member of the National Automobile Chamber of Commerce.

Chance plays no part in this award, as the honour is conferred upon the car which has found most favour among the American buyers. Not only has Buick received the favourable consideration of hundreds of purchasers, but nine internationally known racing drivers have selected the new 1927 Buick series cars for their personal use.

Such a tribute is overwhelming evidence of the reliability and general excellence of the Buick, and it is also significant that the majority of Buick owners do not dispose of their car, unless to buy another Buick after a number of years service have left the mark of time on the exterior. Even when this happens, the motorist who becomes the owner of the discarded car is still assured years of service from the faithful engine of earlier years.



People who live in autos should not throw glass.

1,200 MILE TOUR.

TRIBUTE TO "TRIUMPHS."

Four motor cyclists, Messrs. Hughes, Borland, Pless and Plaskott, recently set out from Johannesburg on their adventurous trip to Zululand and back, all riding their model "P" Triumphs. Their route lay through Standerton, Newcastle, Vryheid, Eshowe, Durban, Maritzburg, and home by way of the main road to the Rand. Hughes' machine was equipped with a side-car, and carried a load weight of 170 lb, including a wireless equipment, which provided a great deal of entertainment en route.

After leaving Utrecht thick white frost and sleet combined to make this portion of the trip as uncomfortable as possible. The visibility was not more than 20 yards, and the going was difficult along the loose stuff which prevailed. Worse conditions, however, were to follow, as, after passing through

GREECE LIFTS AUTO BAN.

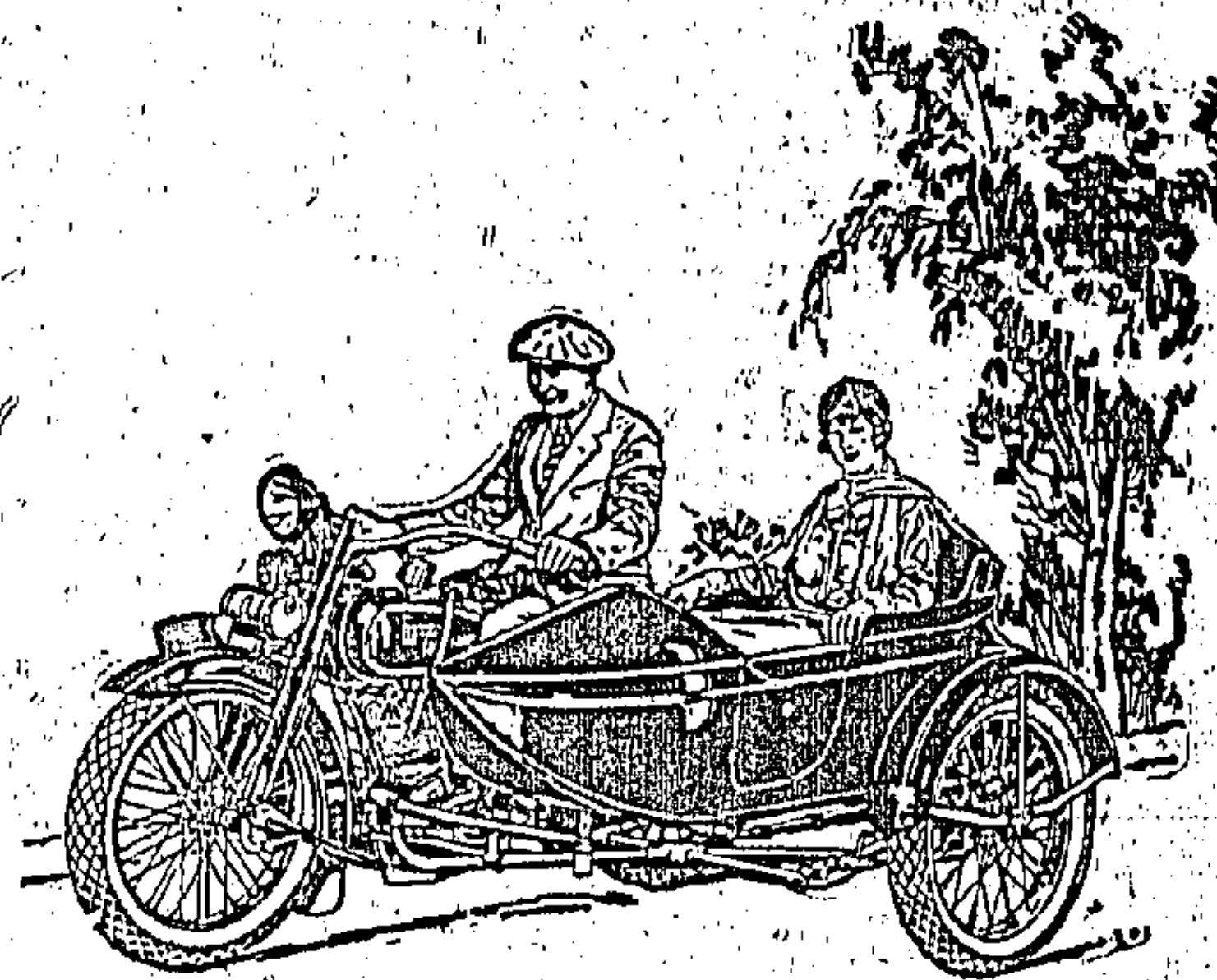
The Greek government has abolished the import prohibition of motor cars, chassis and bodies. Importation of complete automobiles and "other luxury goods" has been prohibited since August, 1925, and of automobiles chassis and bodies since June 17, 1926.

Vryheid, they were bogged, and it took four hours to negotiate less than one mile. Proceeding along the road to Eshowe they had to make their way along a river bed, and naturally their progress was slow and the stones and boulders had to be treated with caution. Practically all the way to Durban the roads were rain-washed and loose. The garden city, however, was reached without touching a spanner, and all the riders on reaching Johannesburg were enthusiastic about the reliability of their Triumph model "P" machines, which was not surprising, seeing that they had given such a trouble-free run.

FRONT DRIVE RACING CAR.



Here is Leon Duray and his \$26,000 front-drive Miller Special which established a new world's record of 130.246 miles an hour in the 25-mile classic on the board speedway at Salem, N. H. The car is an eight-cylinder, with a displacement of but 90.2 cubic inches.



BUY A 1927 HARLEY DAVIDSON single and join H. K. Police flying squad. Free licences and petrol allowance. Special prices. Side-by-side valve motors \$575. Over head-valve motors—\$600. Cycles equipped with luggage carrier, speedometer, front and rear stand, electric light, horn and balloon tyres.

THE GASCON MOTOR CO.,

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Telephone K.1242.



Mobiloil

Make this chart your guide

The typical refiner claims that his lubricating oil is the best obtainable. He may be telling the truth. He believes he is tell it, and because he knows his claim is true, or thinks it is, he thinks you should take his word for it. We now know that if we confine ourselves to claims, there isn't a thing in what we say to distinguish Gargoyle Mobiloil from a fly-by-night refiner's product, and as you demand facts the only way that we can prove to you that the correct grade of Gargoyle Mobiloil, as recommended for your particular make of engine in our Lubrication Chart, will give you maximum service at minimum cost is by asking you to have your engine crankcase drained while the engine is hot and filled with the correct grade of Gargoyle Mobiloil. A few miles and you will realize that our claims are absolutely true.

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TRIUMPH
DOUGLAS
INDIAN
Motor Cycles**

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From one to two cents per mile to operate.
Ample Power for all Traffic and Road Conditions.

By paying half down you can drive any of
the above cycles away, licensed and
Insured. Balance payable over 3 months.

New Models—Lower Prices

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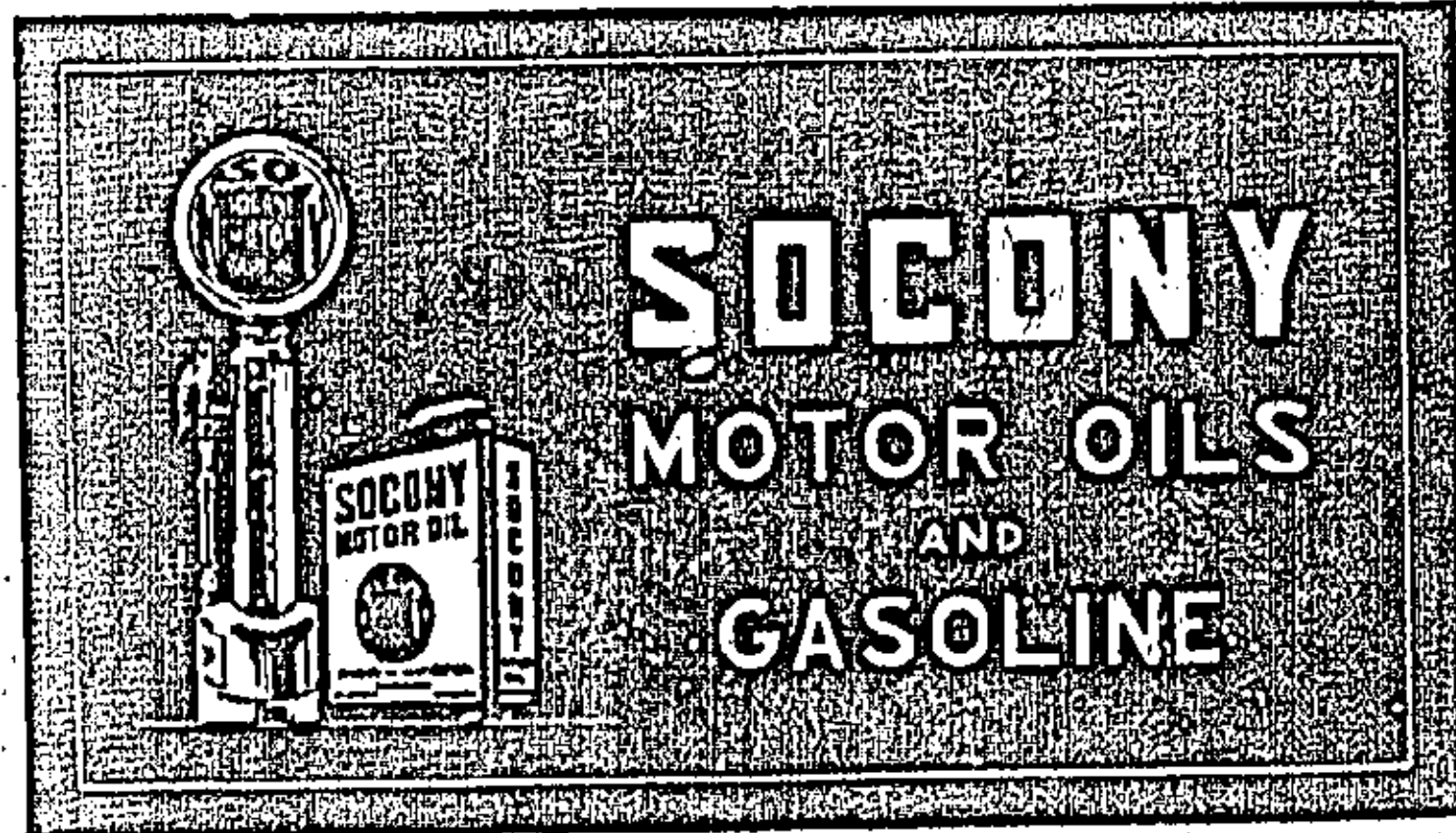
WRITE FOR PROSPECTUS

HEAD OFFICE:

ST. GEORGE'S BUILDING, HONGKONG.

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C. 1121-2



PROSPECTS DRIVE CARS.

A Los Angeles automobile distributor has offered to permit prospects to try out a car unaccompanied by a salesman. The theory is that such confidence in the car's own merits, unaided by a sales talk, will impress itself upon the prospect.

TRAFFIC IN ALASKA.

Traffic problems are just as baffling in the Alaskan cities of Ketchikan and Juneau as they are in large American cities. The difficulty is not an overabundance of autos but a lack of roads, which brings all the cars into a small congested district.

HAZARDS MOTORISTS FACE DAILY IN SHANGHAI STREETS.

OLD MOTORIST GIVES SOME OF HIS EXPERIENCES.

We all have our troubles. There was once a man who started out to end himself, without putting his family under the disgrace of having a suicide blot on the escutcheon. He tried drink—but it was too expensive; going without a hat—he merely got sunburned; drowning—but salt water made him ill. So, after trying various other methods which need not be gone into, he came to the conclusion that he was destined to do something great, and he decided to preserve his life by every possible means. He came to this conclusion as he was stepping off a tram, and it was the last he ever came to. For a motor passed right over him and he was forever spoiled.

Every motorist must have had the experience some time or other in Shanghai of dealing with the pedestrian who appears to have made up his mind to commit suicide on the fender of his car, and then changes his mind when he is almost on it. This kind of thing causes more grey hairs than anything else in the motoring world. It stands out as, perhaps not the worst, but certainly the most frequent of the troubles the motorist has to face while getting about Shanghai.

EXTRAORDINARY HAZARDS.

Discussing the question of traffic hazards, a trifle out of the ordinary, a Shanghai motorist gave an interesting account of his experiences.

Situations of which I have never dreamed—not even after a crayfish supper—can still arise without the slightest warning and which require an iron nerve to deal with," he said.

"In the course of driving many thousands of miles, I have saved the lives of a multitude of cats who have attempted magnificent athletic feats in front of my car; cats, by the way, have the same propensity as hens for unnecessarily crossing roads in the course of their day's work.

"I have driven the car into a storm drain in an endeavour to avoid ruining the clothes, and perhaps the anatomy, of a person who dashed madly from the back of a stationary tram car; incidentally, he continued to dash madly up a side street, utterly unconcerned at the disaster in which his dashing had involved me.

"I once had the hood of the car set on fire by a lighted cigarette end, which was playfully discarded from a tram window, and the intensive fire brigade work which the conflagration necessitated

left me with a ruined dress suit and blistered hands.

"I have waited patiently in Nanking Road while a couple of the gentle sex occupied the fairway and discussed to finality their ailments and the price of crepe-de-chine.

CYCLISTS.

"I have observed native cyclists, after hesitating for a fraction of a second to decide whether to go under, over or round my car, flash past me and continue light-heartedly on their heroic way. On one occasion, just as I emerged from Jinkee Road, a native cyclist, who was carrying a tray of confectionery on his head, collided with the back of the car, and the sudden short, sharp shower of native sweetmeats was greatly enjoyed by several small children in the vicinity.

"Not very long ago I drove my car on to the pavement, fortunately without catastrophe, in an attempt to avoid putting in an ambulance call for a man who rushed out of a bus travelling at twenty miles an hour, and bounced into the roadway with such velocity that, to preserve his balance, he had to run so fast he overtook the bus from which he had just merrily alighted.

"I have been extraordinarily lucky in avoiding the booby trap set by many motor cyclists of first sounding their hooters and then overtaking me on the wrong side of the car, that is, between the car and the kerb. The only satisfaction I have had out of this form of practical joking happened some time ago when, in response to a frantic hoot, I pulled in towards the kerb, and the motor cyclist, who was overtaking me on his wrong side, was forced to make an unexpected detour by careering down a side street, which happened to be handy, complete with his lady friend, who was riding on the back of his machine.

"I once drove half-way up the side of a water buffalo which was roosting at night in the Western district without posting red lamps fore and aft of itself, and a loose pony once sat on the running board of the car, and I had to ask it to get off before I could proceed."

"But none of these things worries me so much as the daily attempt to avoid the uncertain-minded suicide who does a step-dance in front of my radiator."

(North China Daily News.)

Certified

THE Pyramid Seal on a Columbia Storage Battery means exactly the same as a bank's certification on a depositor's check—it's GOOD! The bank has the funds to pay the check; the Columbia Storage Battery has the power, strength, endurance, and long life to repay your investment.

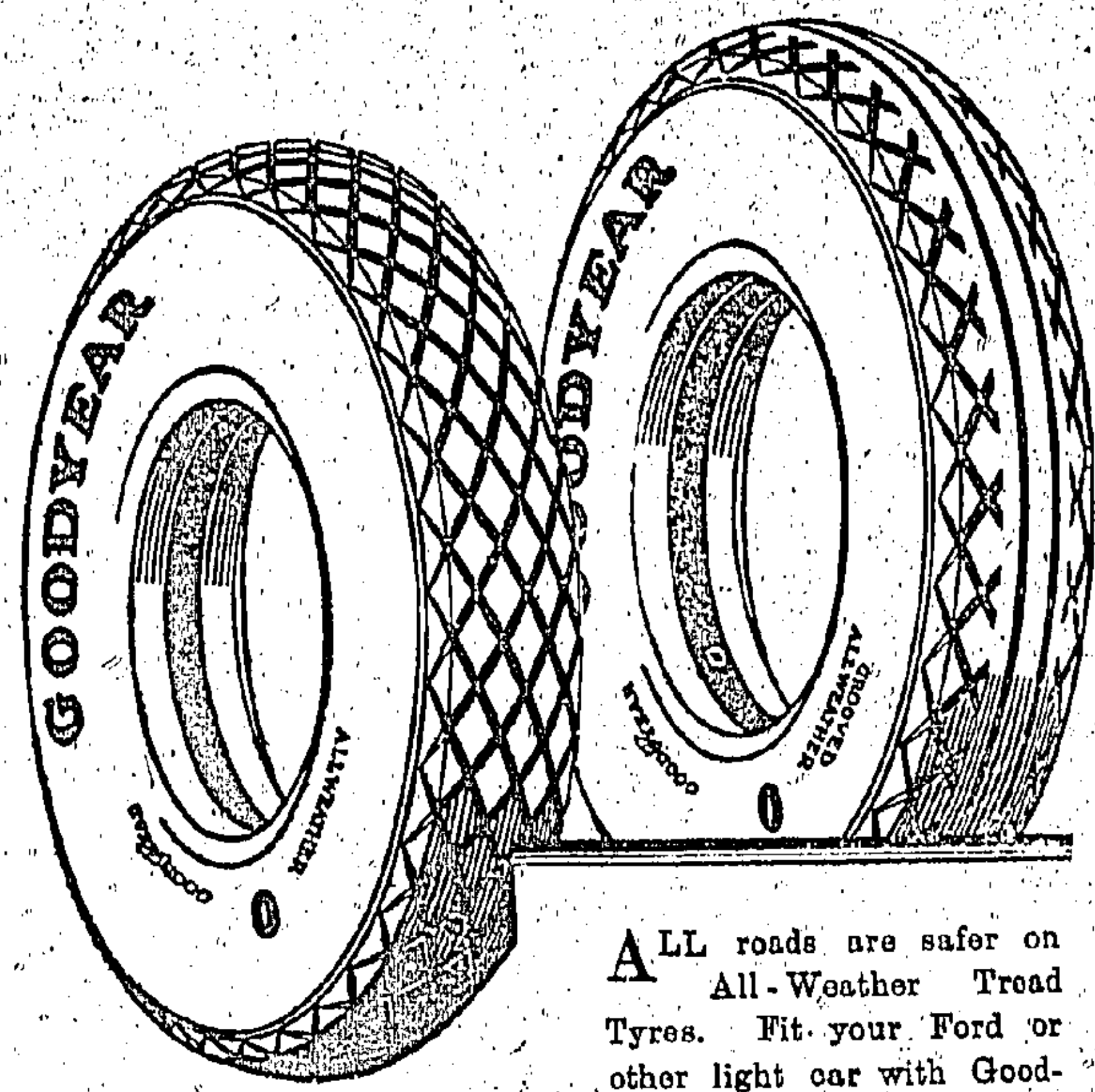
If you think you need a new battery, let us look over your old one, first. Perhaps we can make it serve you well for some time. Then, when you really do need a new storage battery, we have the right size and capacity Columbia for your car.

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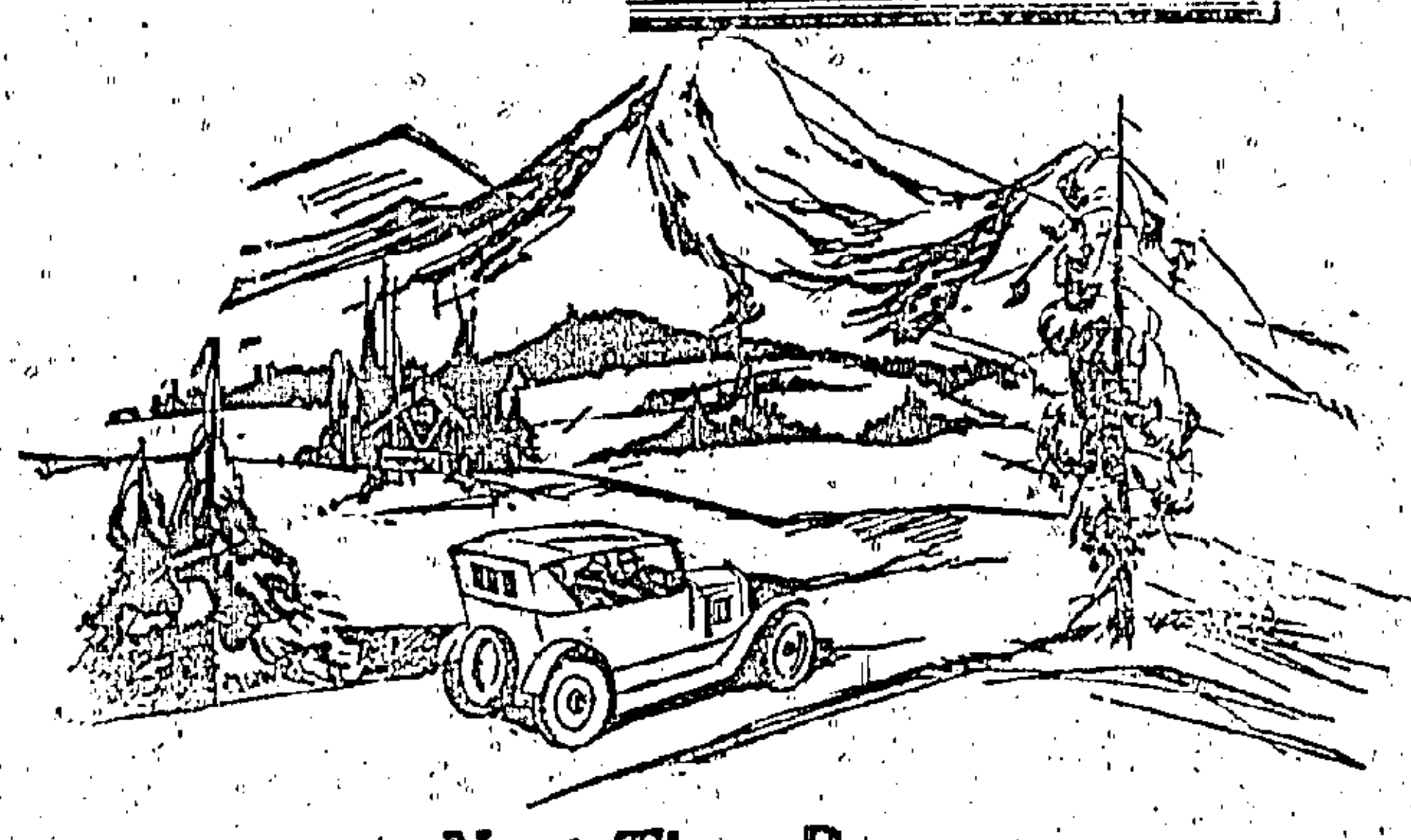
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Unsurpassed
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BRIDGING the turbulent
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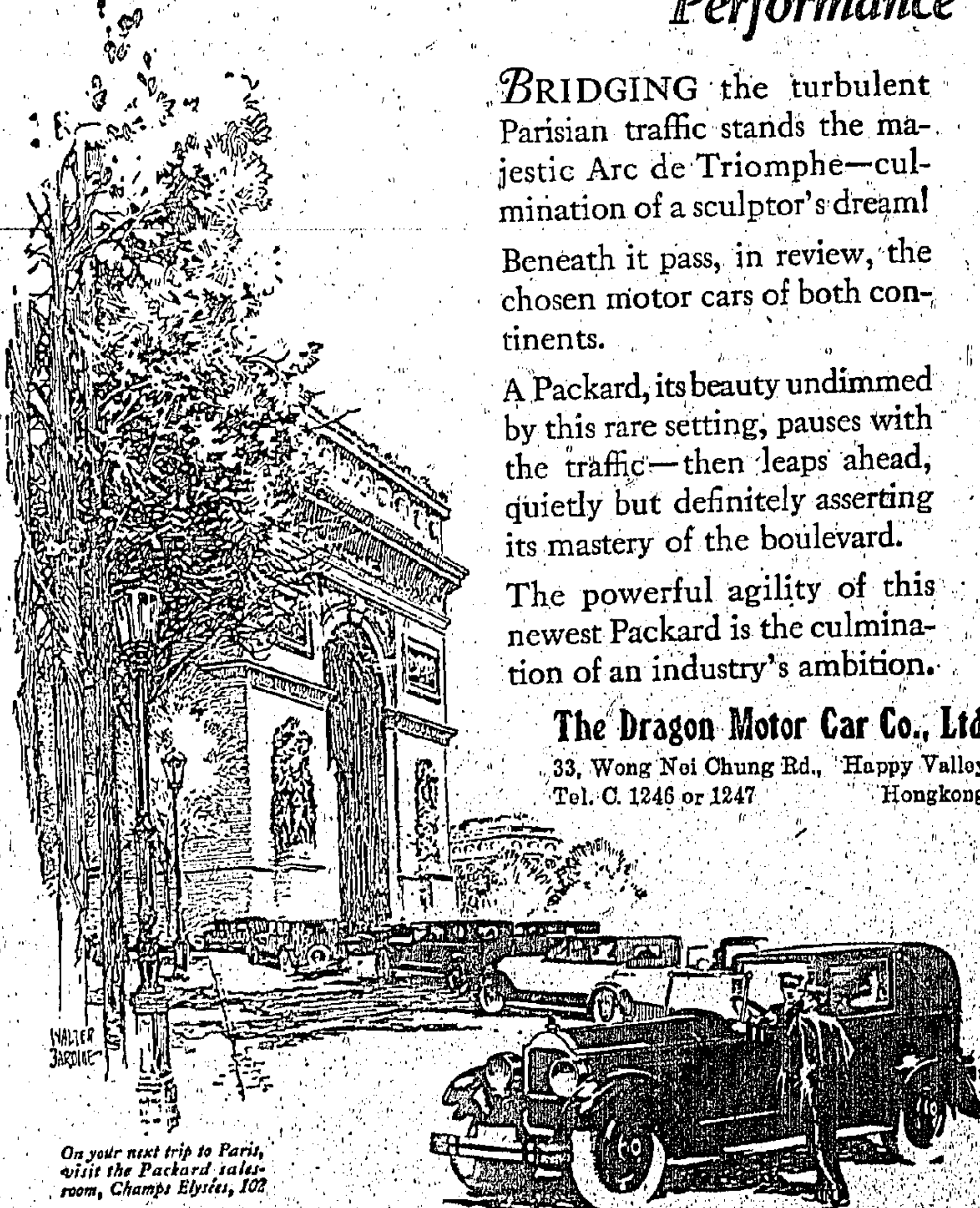
Beneath it pass, in review, the
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A Packard, its beauty undimmed
by this rare setting, pauses with
the traffic—then leaps ahead,
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its mastery of the boulevard.

The powerful agility of this
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On your next trip to Paris,
visit the Packard salo-
on, Champs Elyses, 102

ASK THE MAN WHO OWNS ONE

THE MOTOR CYCLE SHOW IN LONDON.

THE BRITISH INDUSTRY'S FINE RECORD.

(Special Report to the Hongkong Telegraph.)

The requirements of the bulk of the overseas markets in respect of motor cycles do not differ from those of the British home market to any great extent. At any rate, it may be truthfully stated that the home demand includes in a substantial measure all those types that appeal to the motor cyclist overseas. Consequently the manufacturer need not cater for the latter by the production of special models so different from his normal types as to sub-divide his output and increase the cost of production. To this fact may be partly due the tremendous development of export trade in British motor cycles, but it results even more from the proved durability and high performance of British products, coupled with value for money that is absolutely astonishing when one considers the increased costs of labour and material. This year's Motor Cycle Exhibition at Olympia has proved an unqualified success, in which the British Cycle and motor Cycle Manufacturers' Union is to be heartily congratulated. Not a single British manufacturer of high standing was absent from the Show, which also included the exhibits of practically all the leading foreign firms.

Tendencies Of Design.

As regards progress in design, perhaps the most obvious tendency this year is to be found in the measures taken to render motor cycles more cleanly and more silent, and the generally closer study of the comfort of the driver. In matters, mechanical, one observes considerable improvement in braking, the general adoption of mechanical lubrication, the increased use of four-speed gear boxes and the more frequent employment of roller bearings.

As regards power, the majority of the new models now shown

for the first time have engines coming into the 500 c.c. class. There appears, however, to be no falling off in the demand for machines of more moderate power or for quite "lightweight" motor cycles, examples of which have put up some really wonderful performances under very trying road conditions. At the other end of the scale, there is an ample selection of very powerful twin-cylinder machines for sidecar or high speed solo work.

One observes that the all-chain drive is now practically universal. Messrs. Hansa-Rondel, whose chains are fitted on the majority of the best known makes of motor cycle, report that the demand from this industry is increasing rapidly.

Equipment.

The reliability of the present-day motor bicycle is in no small measure due to the improvements effected in electrical equipment, in regard to which the British industry is now well to the fore. Thus we find that the British K. L. G. plugs, of which Messrs. S. Smith & Sons are the exporters, have during the past season been used by the winners of nearly all the great races and trials, alike on the road and in the air, their latest achievement taking the form of the modest but important share in the success of Sir Alan Cobham's wonderful flight to Australia and back.

At one time the efficiency of British magnetos was not infrequently questioned but, here again, it is good to learn that British M-L magnetos, another speciality of Messrs. S. Smith & Sons in the export markets, have been supplied to British motor cycles manufacturers alone to the number of some quarter of a million. Many motor cycles also are fitted with the M-L Maglita sets which combine lighting and ignition services for all types of single-cylinder machine.

As regards lighting, great attention has been given to all details. Thus, the G. E. C. has developed a series of Osram bulbs suitable for every class of motor vehicle. These have filaments of great strength, capable of withstanding severe vibration for long periods. Furthermore, they are so designed that accurate focussing becomes an easy matter and they may be had in a form in which the upper portion of the bulb is sprayed with a thin layer of yellow glazed china, so that the upper portion of the beam thrown is no longer dazzling while a full driving light is maintained upon the road.

Where the lighting system is dependent upon an accumulator, we now have the British Tangstone battery which can be exported in a dry state, will stand the roughest possible use and has the added advantage that, in the event of a plate requiring renewal, replacement by an amateur without skilled assistance is a perfectly simple matter.

Type of Engine.

On the lowest powered machines two-stroke engines are generally fitted, and these have undoubtedly given excellent results on prolonged road trials of a very testing character. There seems, however, to be a possibility of the two-stroke competing successfully on motor cycles of somewhat higher power. In this connection a very interesting exhibit was the twin-cylinder Villiers engine. This is a side-by-side vertical twin engine of 350 c.c., with which the clutch, kick starter and three-speed gear box are combined in one unit. The drive from the crankshaft to the gear box is by worm gear.

The Villiers flywheel magneto is fitted in front of the engine, the lubrication system of which is very interesting, oil being fed positively to every bearing by a patent automatic system which proportions the supply according to the work the engine does and not merely to its speed.

Moderate-Powered Machines.

In what is generally known as the 2½ h.p. class, which really means engines of approximately 350 c.c. capacity, there is a wide selection. In this category the A. J. S. has always been a very attractive proposition and has been improved for 1927 by the

provision of stronger forks, shock-dampers, discs of large diameter and larger steering head races.

For some years the Humber motor cycle has only been available in the type, this having a side-valve engine of 349 c.c. Now, however, the demand for a still speedier mount has led to the introduction of a new overhead valve model of similar dimensions. The valves are of large diameter and are inclined. The clutch is of the multiple disc type and the gear box gives three speeds. A new type of shock absorber is fitted in the rear wheel.

The design of the latest New Hudson production in the 2½ h.p. class has been influenced by the famous racing driver, Le Vack. Special features are the two-port engine with enclosed push rod rocker gear, and a gear box mounted above the frame members. Twin pipes carry the exhaust to a single silencer, whence, separate pipes run aft, terminating in secondary silencers and fish-tails. The specification includes seven inch expanding brakes and shock and steering dampers, and the model is known as the Vitesse-Special.

The smallest of the "Matchless" range has a side-valve engine of 246 c.c. capacity. The chief alteration is in the drive of the magneto, which now runs at half instead of full engine speed.

The 2½ h.p. Enfield, having a rating of 3.46 h.p., has always been the most popular model of this make in the overseas markets. The side-valve model has now been supplemented by an overhead valve model, which seems likely to prove quite equally popular. A feature is the particularly neat and effective enclosure of the overhead valve gear.

The 500 C.C. Class.

In the class of powerful speedy machines having an engine capacity round about 500 c.c. there are many interesting new models. The B. S. A. range now includes a new 4.93 h.p. overhead valve machine, the inclined engine of which has a detachable head containing large

valves mounted at ninety degrees and operated by roller bearing rockers which are enclosed. A submerged gear pump driven by skew gear conveys oil from the large pump. The frame is of the Duplex cradle pattern with the sloping top tube and rear stays forming a continuous line from the head to the rear fork.

Of two new "Matchless" mo-

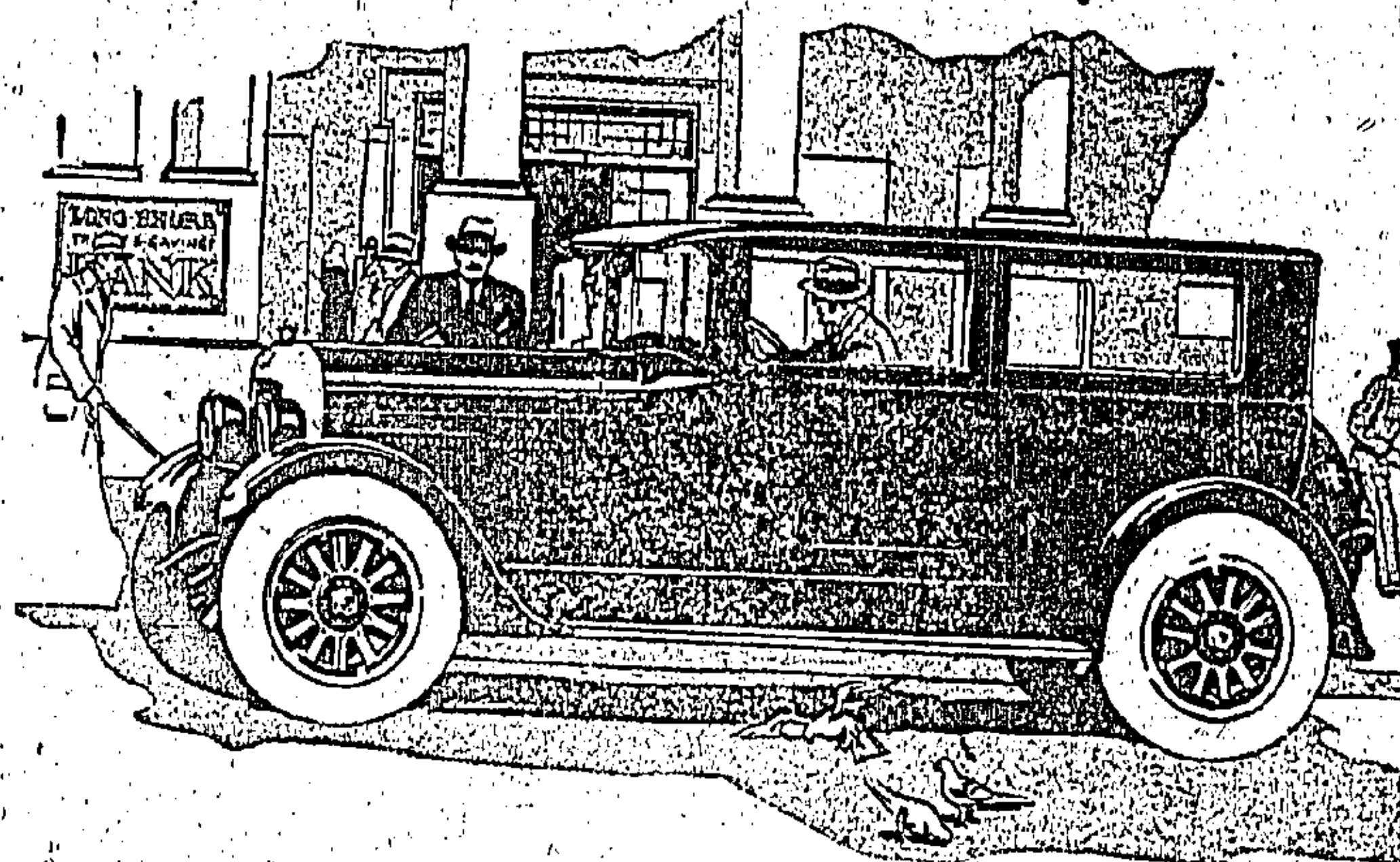
dels, one has a side-valve engine of 498 c.c. capacity, while the other is an o.v.h. "Super Sports" model of 495 c.c. capacity. The latter has two large inclined overhead valves operated through duralumin push rods by roller bearing overhead rockers, the whole being totally enclosed and positively lubricated.

Quite one of the biggest attrac-

tions of the Show was the T.T. Triumph with its o.v.h. 498 c.c. engine, in which the roller-bearing rocker gear is lubricated by oil mist. Though capable of very high speeds, the machine is perfectly suitable for ordinary road work by reason of the incorporation of such features as the decompressor and the enclosed front chain.

What Studebaker Saves Through One-Profits Manufacture

is passed on to you in many fine car features



IN the quality Coach, illustrated, One-Profits savings enable Studebaker to offer you important features in equipment and construction not excelled by cars costing double its price. No other car in the world of its size and weight equals it in rated horsepower according to the rating of the Royal Automobile Club. Notice the high quality upholstery, compare the depth of Studebaker cushions and seat backs with other cars costing much more.

Finer body construction—first grade northern white ash and hard maple are used in the body construction.

Costly alloy steels—we pay a premium to secure steel of extra quality.

Durable finish on Studebaker cars is satin smooth with deep, true color tones.

Complete equipment includes petrol gauge on dash, automatic windscreen cleaner, rear view mirror, cowl ventilator, stop light and dome light.

THE HONGKONG HOTEL GARAGE.

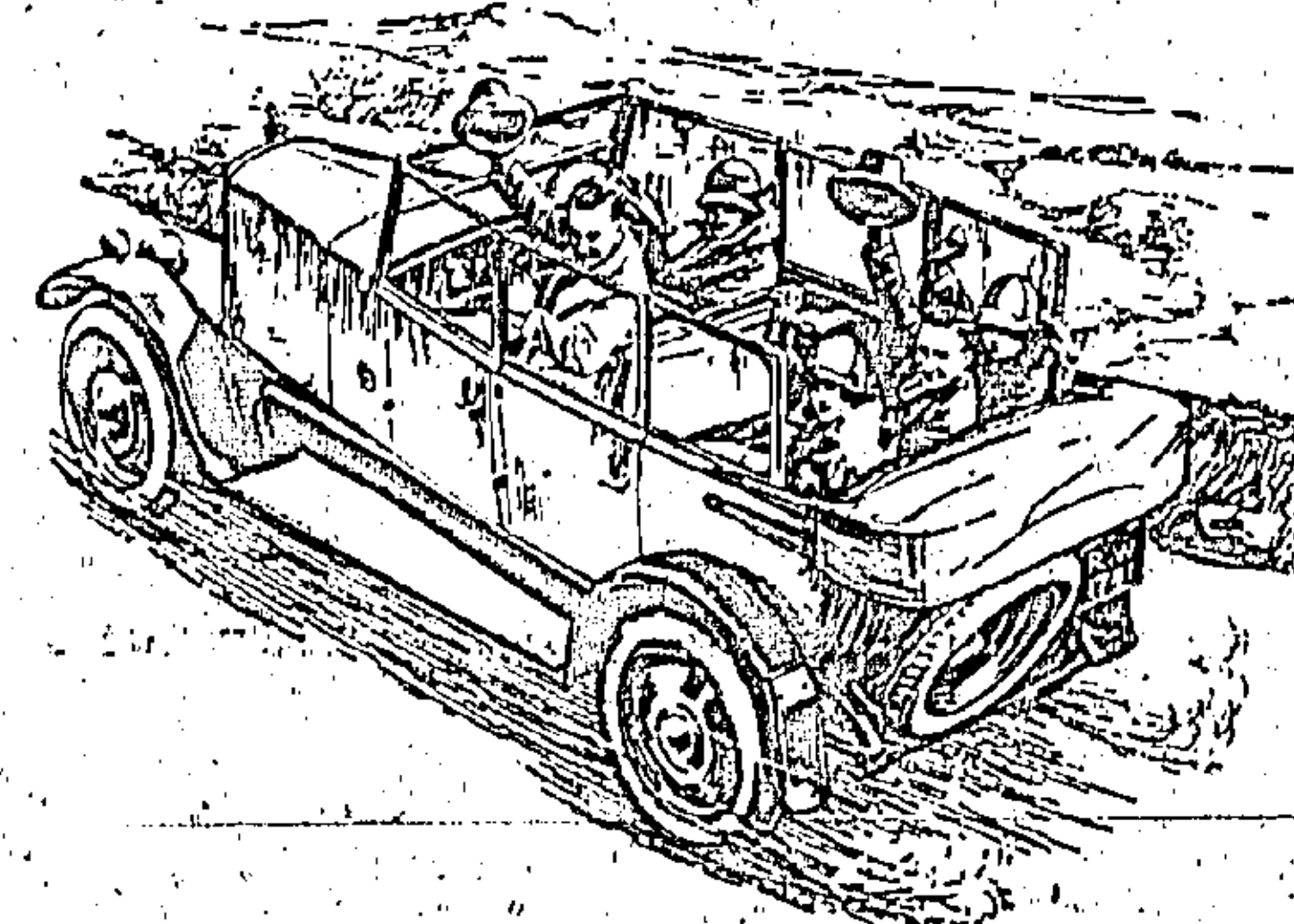
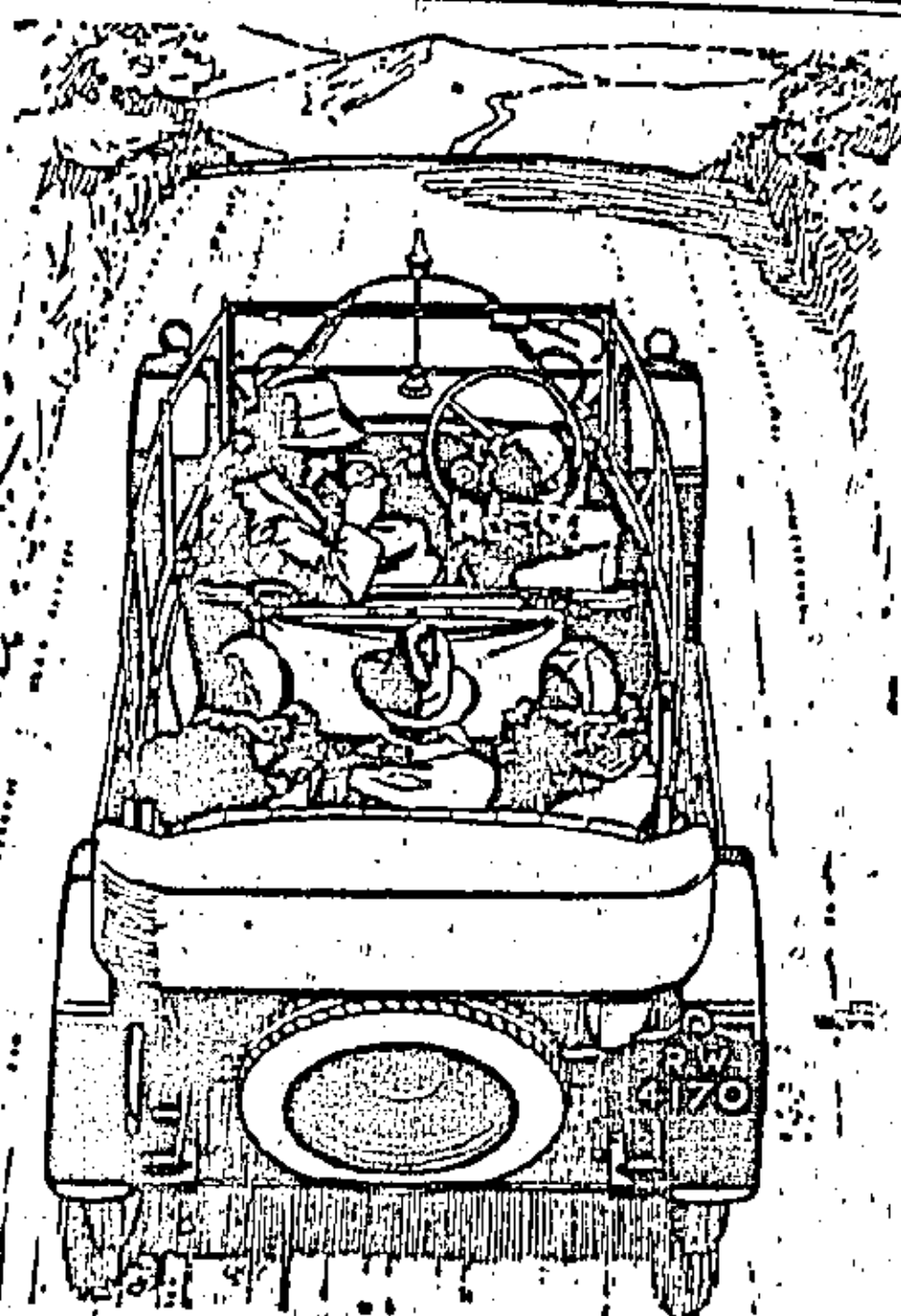
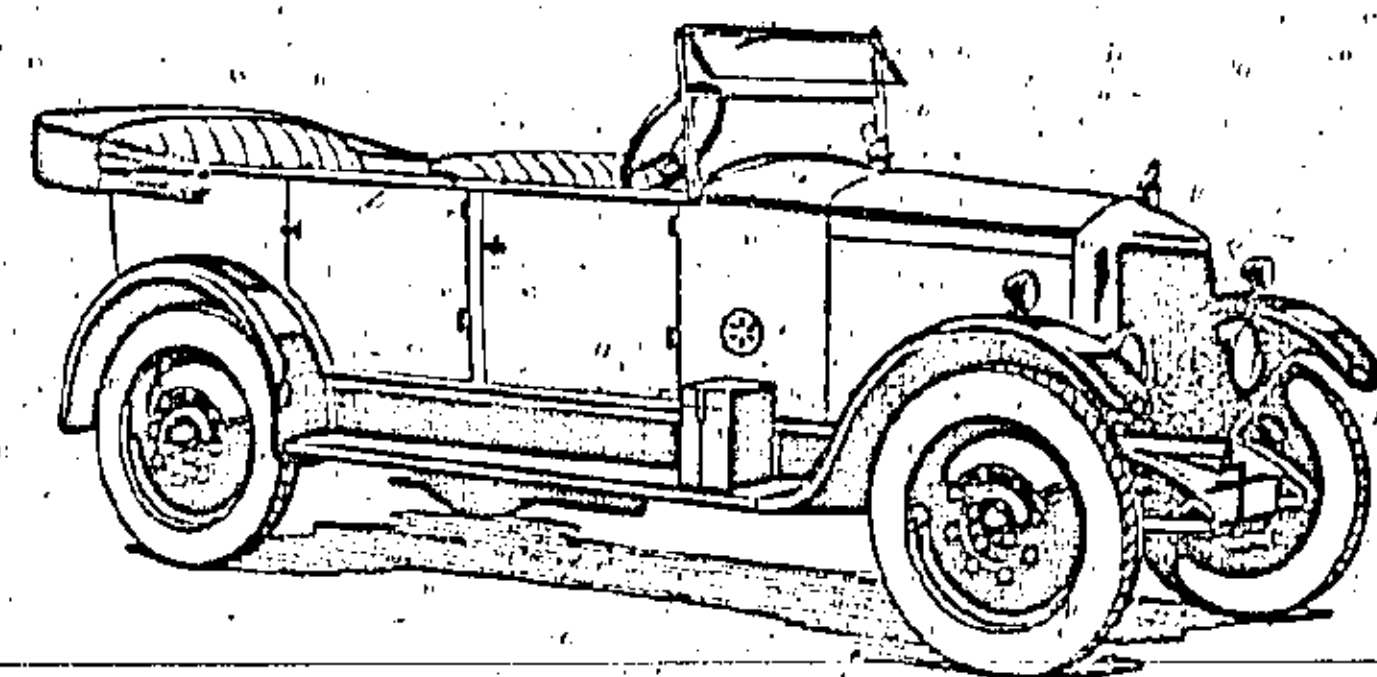
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Policy & Programme

THE reductions in the prices of Armstrong Siddeley cars announced below are only small, the policy of the Company still being to give the public a better rather than cheaper car.

A big cut in price would have necessitated a big cut in quality with the result that the wonderful reputation of Armstrong Siddeley cars would have been quickly jeopardised.

In the Armstrong Siddeley Car, the public obtains a better article; an engine with a first-rate performance, a chassis of proved endurance and a handsome, full-sized body that will last for years.

This policy of building better cars created the Armstrong Siddeley's world-wide success in 1926. For 1927 the policy is to build still better cars.

Remember Sir Alan Cobham used an Armstrong Siddeley Engine

HAVE AN ARMSTRONG SIDDELEY waiting for you when you arrive IN ENGLAND ON HOLIDAY.

Full particulars and demonstration Apply—

THE HONGKONG HOTEL GARAGE
QUEEN'S ROAD CENTRAL.

1927 Prices:

14 h.p. 4 Cyl.		18 h.p. 6 Cyl.	
	L'don. H.K.		L'don. H.K.
Chassis	£230 £250	Chassis	£340 £365
Mondip 2/3 seater	325 360	Arundel 2/3 seater	435 475
Cotswold 5 seater Open Tourer	325 365	Taunton Open Tourer	435 480
Sandown 4 seater Special Tourer	360 400	Braemar Special Tourer	470 515
Broadway Saloon	375 425	Stirling Saloon	495 550
Lynton Saloon-Landaulette	400 450	Conway Saloon-Landaulette	520 575
Grasmere Three-quarter Landaulette	425 475	Eaton Special Saloon	525 580
Chilton Coupe	425 475	Carlisle Three-quarter Landaulette	540 600
		Harlech Coupe	540 600
Long 18 h.p. 6 Cyl.		30 h.p. 6 Cyl.	
	L'don. H.K.		L'don. H.K.
Chassis	£450 £480	Chassis	£750 £785
Ascot Open Tourer	600 645	Henley Open Tourer de Luxe	950 1,000
Malvern Saloon-Limousine	795 855	Shrewsbury Touring Landaulette	1,175 1,230
Maidstone Saloon-Landaulette	795 855	Richmond Enclosed Limousine	1,300 1,365
York Enclosed Limousine	825 885	Winchester Enclosed Landaulette	1,300 1,365
Chester Enclosed Landaulette	825 885	Canterbury Pullman Landaulette	1,400 1,470
		Choltenham Pullman Limousine	1,400 1,470

HINTS FOR MOTORIST

THE ALBERT L. CLOUGH

FAULTY CYLINDER-HEAD REPLACEMENTS.

An improperly replaced cylinder-head may cause the following trouble: (1) External leakage of water. (2) Its leakage into the cylinders and crankcase. (3) Escape of gas and oil into the cooling system. (4) Escape of gas into the atmosphere and attendant air-leakage into the engine. (5) Partial obstruction of water circulation through jacket spaces and consequent overheating. (6) Knocking caused by pistons striking gasket edges, which overlap cylinder bores.

HOW THESE TROUBLES MANIFEST THEMSELVES.

Signs of the above defects are as follows: (1) Water running down outside of engine. (2) Rise of engine oil-level, although no oil has been supplied. (3) Bubbling in radiator, when engine is handcranked. (4) Bubbles of oil at cylinder-head joint. (5) Overheating of cooling system, when otherwise it is in perfect condition. (6) A knock not otherwise explicable.

MISTAKES TO BE AVOIDED.

Common errors in cylinder-head replacement are: (1) Use of a badly flattened or torn gasket, which does not register with head casting outlines. (2) Lack of grease or other sealing material on gasket surfaces. (3) Lack of smoothness of head and block surfaces, which bear upon the gasket. (4) Failure to tighten stud nuts in such order and with such pressure as to cause all parts of the two castings to seat uniformly upon the gasket. (5) Negligence in following up this initial tightening by a re-tightening, designed to take up the compression of the gasket which occurs after the engine has been run for a time.

PRECAUTIONS TO INSURE GOOD RESULTS.

Defects above enumerated can generally be prevented by: (1)

Using a new gasket of approved make each time the head is replaced and checking its correctness before applying it. (2) By coating both sides of the gasket thoroughly with cup-grease before placing it in position. (3) By cleaning faces of both head and block castings of all dirt and irregularities before putting them together. (4) By following the tightening order given in the instruction book. (5) By retightening all nuts after the engine has idled for a half hour and again after 100 miles use of the car.

POORLY ADJUSTED VALVES.

Question:—I recently had the valves of my Ford engine ground and now find that the spaces between the push-rods and valve-stems vary between six one-thousandths and considerably over one thirty-second of an inch. The manual states that the clearance should not be less than one sixty-fourth nor more than one-thirty-second inch. Why should there be this variation and what should be done above it, if anything?

Answer: Clearances of more than one thirty-second inch result in noisy valve operation and, in extreme instances, to some loss of power, while on the other hand a valve with only six one-thousandths clearance may hold open, when the engine is heated, causing loss of power or even missed explosions. The push-rods of this engine are non-adjustable and if a valve stem is too long, due to the deeper seating of its valve after numerous grindings, the remedy is to grind off the end of the stem, until the clearance comes right. A valve stem that is too short, can be elongated by "drawing it out" under the hammer, although it is better to get a valve with over-size length of stem. Leaving an engine in this condition indicates poor workmanship.

"THE LONG EIGHTEEN."

NEW 6-CYLINDER CAR.

A new 6-cylinder, motor carriage, specially designed for those who appreciate a high degree of quality, refinement and comfort has been introduced recently by Armstrong-Siddeley Motors, Ltd., of Coventry, under the name of "The Long Eighteen."

While the design generally follows Armstrong-Siddeley practice, the carrying capacity of this new model has been materially increased by the enlargement of the track to 4 ft. 8 in., and increase of the wheel base to 10 ft. 9 in., when compared with the old Standard Eighteen.

The result is that the closed models accommodate six or seven people in comfort. There is ample head, leg and elbow room in the rear compartment, ease of access to any seat through four wide doors, and splendid wide angle views through extensive windows.

The appearance of the closed carriages has been greatly enhanced by the doming of the roof and rear panelling, the contours

of which conform to all that is latest and best in high-class carriage work.

The chassis incorporates the same 6-cylinder overhead valve engine that is used on the Eighteen (Short) model, a car that has made a great name for itself this season. The transmission employs unit construction for the 3-speed centrally controlled gear-box, torque tube and spiral bevel driven axle, while the suspension relies on gaitered semi-elliptics in front and gaitered adjustable cantilevers at the rear. The braking system is new, and should prove to be one of the most powerful and durable designs that has been produced up to the present, owing to the fact that the drums measure over 17 in. in diameter, and that altogether six pairs of shoes are employed, a pedal controlling the brakes on all four wheels, and a centrally placed hand lever, a separate pair of shoes within the rear drums.

From these remarks it will be seen that this enterprising concern covers the 18 h.p. market fairly completely with its Eighteen (Short) and Long Eighteen models.

STANDARD CARS IN HILL CLIMB.

INTERESTING COMPETITION; FIAT 509 SCORES NEW SUCCESS.

The Criterium of Rome, held on September 26, over the 9 3/5 mile climb from Vermicino to Rocca di Papa, failed to unite a record number of entries, but it was particularly interesting by reason of the keen competition

among the standard cars, which succeeded in lowering records in practically all the classes.

Among the cars limited to a piston displacement of 1,100 cc., the fastest was a Fiat 509, driven by Bonigni, which made the climb in 13 minutes, compared with 15 min. 14 4/5 sec. for Sanicricon on a Citroen and 18 min. 18 sec. for Portoli on an Amilcar.

In the 1,500 cc. class Leonardi won on a Coirano in 12 min. 35 1/5 sec., with Napoleone on a similar make of car second in 13 min. 43 sec. Bonamico on Ditto

won in the 2,000 cc. class, time 12 min. 12 3/5 sec., with another Ditto second. Above 2,000 cc., winner was Mancinelli on Alfa Romeo in 11 min. 4 sec., followed by another Alfa Romeo, a Diatto and an Austro Daimler. In the 750 cc. class, Peugeot finished first and second.

The best performance in the four racing car classes are as follows:

1,110 cc.: Borzacchini on Salmson, 10 min. 46 3/5 sec.; Aquino on Salmson, 13 min. 10 3/5 sec.

500 cc.: Allegri on Wanderer, 13 min. 19 sec.; Maraini on Bugatti, 15 min. 3 4/5 sec.

2,000 cc.: Antonelli on Bugatti, 10 min. 30 1/5 sec.; Trivellato on Bugatti, 11 min. 20 3/5 sec.; Mandolini on Diatto, 13 min. 14 2/5 sec.

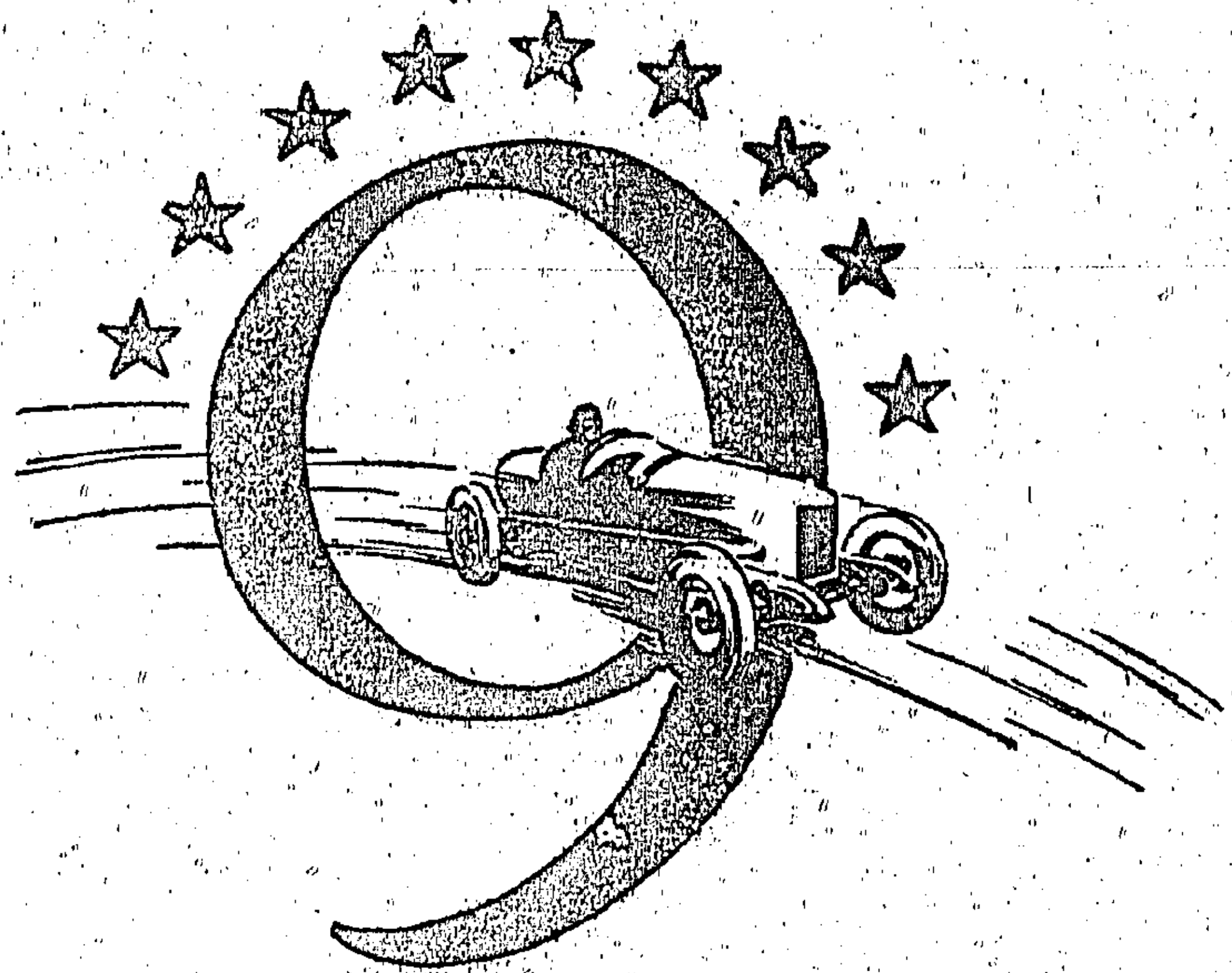
Above 2,000 cc.: Tartaglia on Diatto, 13 min. 26 1/5 sec.

Sir Lancelot Sanderson, K. C., has resigned the office of Chief Justice of the High Court of Judicature at Calcutta.

It is reported from Hakodate, where a Soviet ship has arrived from Wrangel Island, that the Soviet authorities have landed 50 colonists on that island.

The Abyssinian reply to the British and Italian Notes of August last has been handed in to the League Secretariat in Geneva.

Bournemouth Borough Council decided by a large majority to continue permanently the running of tramcars on Sunday mornings.



Nine Great American Racing Stars buy The Greatest BUICK Ever Built

Within thirty days after its introduction, the Greatest Buick Ever Built received one of the greatest tributes ever paid a motor car.

Nine internationally famous A. A. A. speedway stars singled it out above all other cars for their personal use and for their families!

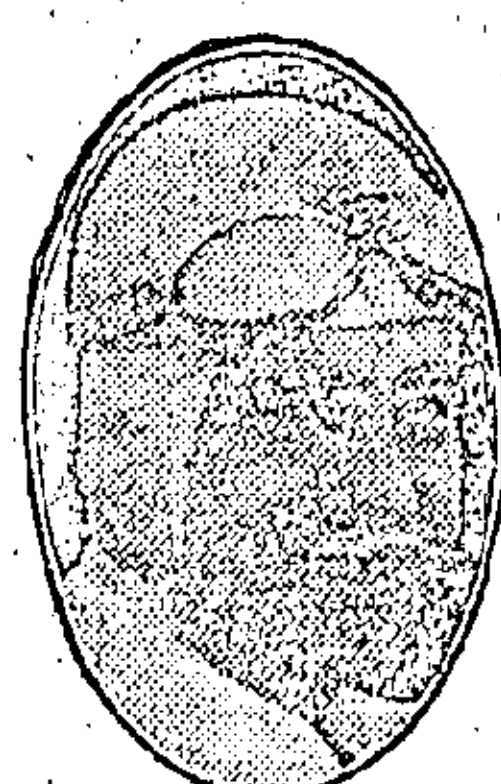
Some of these men are graduate engineers. Others are veteran automobile designers. All of them know motor cars—probably as no other group of nine men in the world.

They have learned the vital necessity of fine engineering, rugged construction and brakes that never fail. They know

the importance of stamina and riding comfort. They instantly recognize those qualities of performance that lift a car above the commonplace.

Almost daily they drive the costliest types of hand-constructed automobiles being built today—yet read what they say about the new Buick and why they chose it for themselves!

Here, is expert opinion on those qualities of vibrationless performance, efficient operation, handling safety and brilliant beauty, which stamp the Greatest Buick Ever Built as the greatest motor car value ever offered.



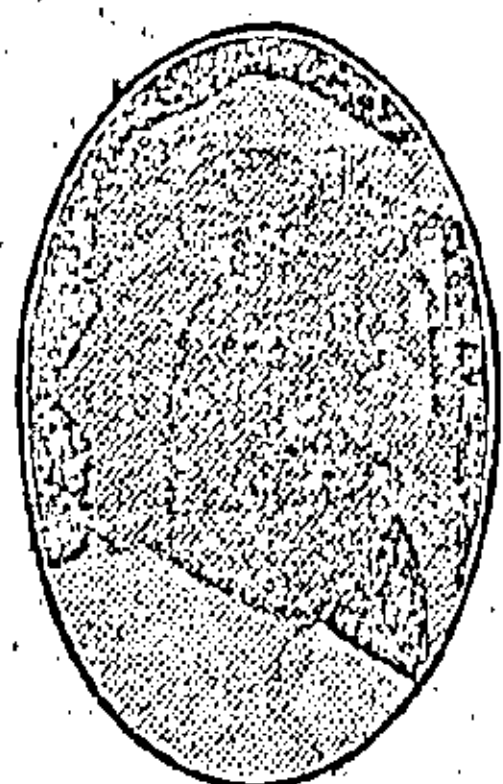
Pete De Paolo

"They named it correctly when they called it the Greatest Buick Ever Built. But they might have added 'And the greatest value ever offered.' I still think I'm not wasting my money by owning two Buicks."



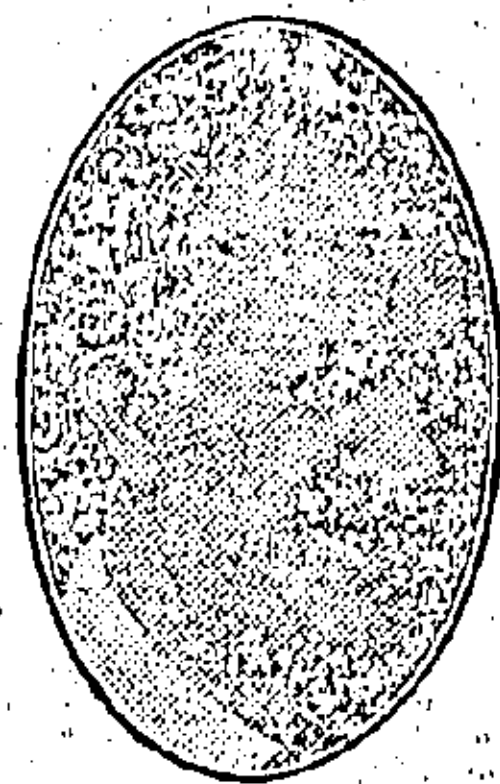
Bennett Hill

"To know there's a real car under you—that's what makes a Buick—that's why my new Buick—with its silent power-flow and its reliable four-wheel brakes—makes me feel better than any other car I have ever wheeled."



Bob McDonogh

"I thought I could judge the speed of a car. The smooth, vibrationless operation of my new Buick fools me and I can't tell within 20 miles an hour of its speed unless I watch the gauge. Never have I driven a car that operates with as little effort."



Dave Lewis

"The new 1927 Buick convinces me that Buick consistently lives up to its promise: 'When better automobiles are built, Buick will build them.'"



Fred Comer

"I thought Buick because I wanted the most automobile I could get for the money spent—most in mechanical perfection—most in style and comfort. Buick gives me all, plus the snappiest passenger job I have ever handled."



Frank Elliott

"From zero to seventy there isn't a change in the performance of Buick. I have never driven a car before that was absolutely without a speed where vibration took the joy out of driving. Buick has certainly set a mark for perfect design and workmanship in passenger car construction."



Earl Cooper

"My mechanic's best expressed my opinion of the 1927 Buick, when he said 'The smoothness of electricity most nearly expresses the feeling its silent power-flow gives you.'"



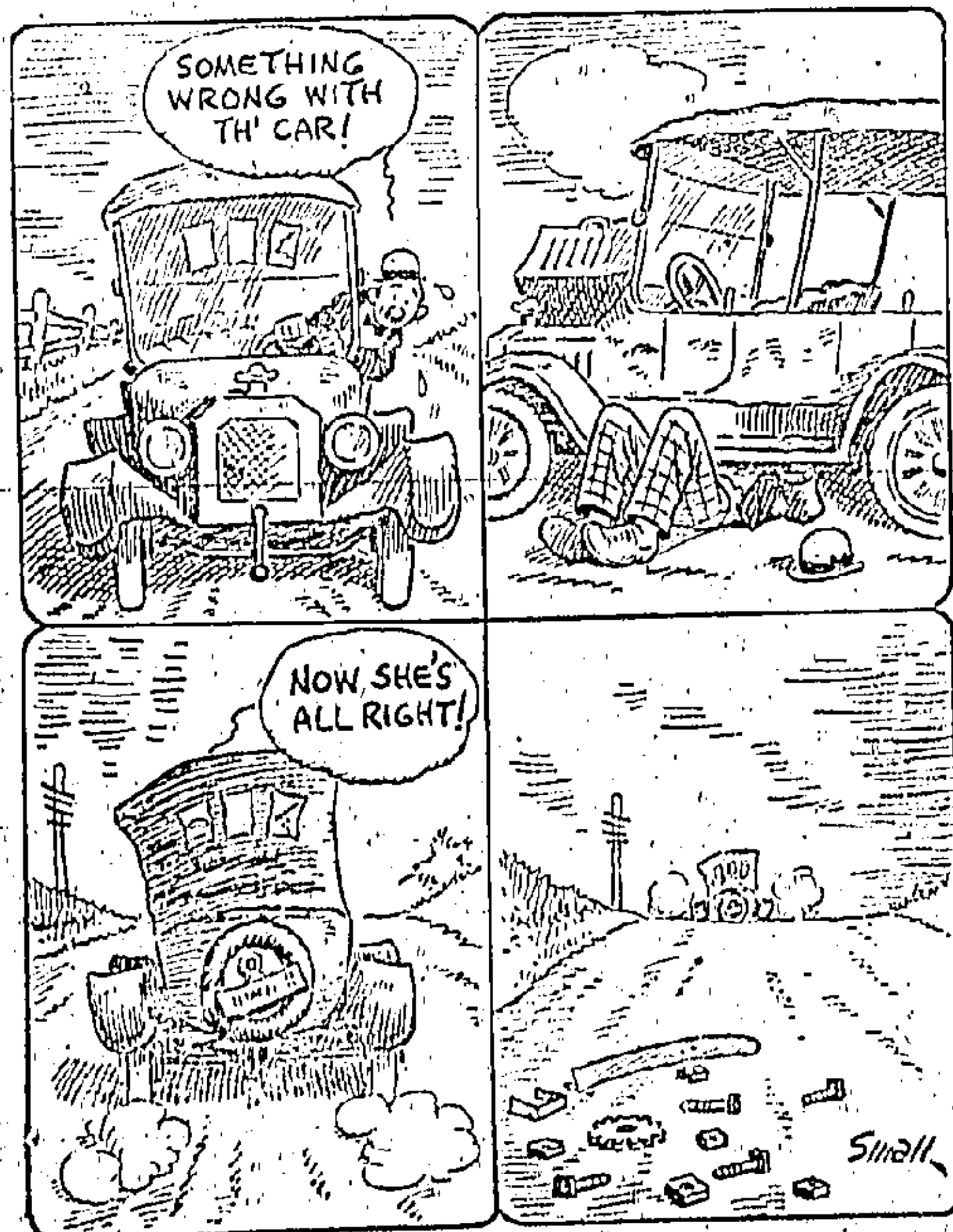
Cliff Woodbury

"Buick delivers the goods. I never worry about getting there and back, and this new car does it so easily and so quietly that you never know there's an engine under the hood."



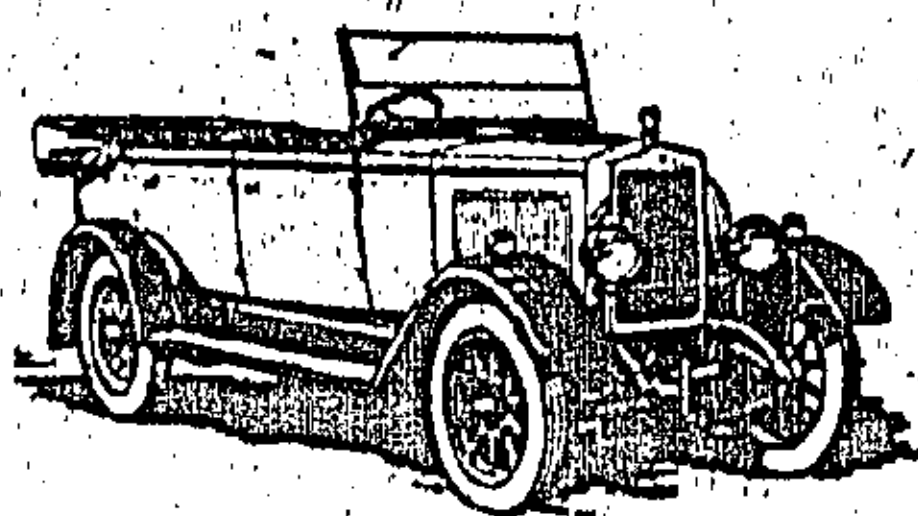
Frank Lockhart

"After a rigid test, I am convinced the 1927 Buick has advanced engineering ideas, which make it superior to any motor car built. I purchased this car on its performance, and road ability, which I must have in making the racing circuit from coast to coast."



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- really efficient suspension
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The "Social" Value

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- delightful colours.

The "Re-Sale" Value is unapproachable

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Keep abreast of this big motoring "charge-over."
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For Price £190 up

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APPLY:—

Hongkong Hotel Garage.

IRISH TESTS.

FORD DEALERS
DEMONSTRATE.

28—32 M. P. G.

Three petrol consumption tests, held by as many groups of Ford dealers in the Irish Free State, have definitely established the Ford car as being as economical in fuel as many less powerful vehicles, and superior to those of a power rating equalling its own, besides possessing advantages in the way of high dependability, long life, and country-wide service facilities.

In all, forty-seven cars of both open and closed types took part in the tests, none of them having been tuned up especially for the occasion, and many of them being virtually new cars. In every case the roads travelled were main roads, in neither better nor worse condition than many others, and with the usual percentage of grades and curves. The distances were determined by referring to Ordnance survey maps. The judges who supervised the tests were independent persons. The tests were made under a variety of weather conditions, running from hot and fair to windy and wet.

Under these circumstances, forty-seven Ford cars ran a total distance of 286.66 miles, with an average mileage for each unit of 29.9 per gallon of fuel. The economy marks set by the high cars in the three participating groups were 33.56, 32.8, and 33.4 miles, respectively, per gallon of fuel.

The three tests were held in the counties of Cork, Galway, and Dublin.

28.45 MILES PER GALLON.

The route of the Cork test was from the city of Cork to the town of Tramore, by way of Fermoy and Cappoquin, and the total distance covered was 87.16 miles. Seventeen cars, seven open and ten closed, participated. The average mileage for each car, per gallon, was 28.45, and the best marks made were 33.5 miles to the gallon, by a touring car, and 33.2 miles to the gallon, by a Tudor sedan. Four of the cars were disqualified, one for having a non-standard part, one for missing the route, and two for missing a check at one of the control stations which had been established along the way.

The Galway route ran from Ballinasloe to Tuam, via Mountbellow and Moylough, and thence to Galway, return being made to Ballinasloe by way of Athenry.

COURTESY SHIELD.

NOVEL PACKARD
FEATURE.

The reason for small heart-shaped fixtures placed on the inner side of the curve at both ends of bumpers on Packard cars causes much speculation. One automotive expert writing in one of the motor car trade magazines about unusual appliances found on automobiles, explained that the metal, tray-like pieces were designed to keep the bumpers from springing when striking something. Actually they are for an entirely different purpose and might be called both courtesy shields and enamel protectors.

Packard engineers, asked to explain the attachments, said it has been found rear tyres of cars pick up small stones on the road, hurl them against the bumpers from which they sometimes ricochet against the rear fenders, injuring the highly polished enamel. Oftentimes too stones picked up by tyres are thrown with much force against other cars on the road, sometimes doing considerable damage. The "courtesy shield" of Packard cars catches any stones which might be thrown back from the rear tyres and drops them back to the road.

The distance covered was 93.50 miles.

Nineteen cars participated in the test, an average mileage per gallon was 30.0. The best marks were made by a touring car, with 32.7 miles to the gallon, and a Tudor sedan, with 32.8.

The route of the Dublin test ran from Phoenix Park, Dublin, to Kinnegad by way of Trim; return to Dublin by way of Maynooth, and the distance covered was 88 miles.

Fifteen cars took part, the average mileage per car running 30.9 to the gallon, and the best scores being chalked up by a touring car with a mileage of 39.9 a coupe with a mileage of 33.9.

The "Connacht Tribune" reported the Galway test in part as follows:

TEST DESCRIBED.

"The tests themselves were exceedingly 'water-tight,' and we may regard them as a practical demonstration of petrol consumption. They were all carried out on cars of the present year's model. No petrol-saving gadgets were permitted; tanks were drained dry before the start; two tins were poured in, certified to contain four gallons exactly; a special filler cap was fitted and carefully sealed. Then the cars started on their 93.50 mile trip. All completed the journey without mishap of any kind at an average speed of about twenty-five miles an hour. It is possible that a greater mileage might have been obtained if the cars had not travelled in such close formation, which rendered occasional braking necessary. At the end of the trip the car weighed in at Messrs. Sweeney's garage, Ballinasloe; seals were examined and found to be intact, and the balance of the four gallons remaining was carefully drained and measured, under the supervision of T. J. Kenny, who acted as observer throughout."

Of the weather and the roads the "Tribune" said: ".... the Galway test was, for at least half its distance, over ordinary macadam roads, and the first forty miles from Ballinasloe to Galway was against a dead headwind from the sea, with occasional blinding showers." It believes that "the achievement of a Tudor sedan in doing 32.807 m.p.g. and the general average of 29.965 were altogether creditable."

In the Cork test, the Munster Motor Association acted as judges. In the Dublin test, this function was performed by officials from the staff of the "Irish Motor Trader."

In all cases, the gas remaining in the tanks at the end of a run was measured in containers graduated in hundredths of a gallon, thus allowing very close calculation to be made.

Note:—The Imperial gallon used in the British Isles contains 277.274 cubic inches; the American gallon contains 231.

QUICK JUSTICE IN PARIS.

Paris, Oct. 13th.—Speed will govern Paris traffic arrests hereafter.

Mounted policemen not only will arrest a traffic law violator but they will assess the fine and collect immediate payment.

The purpose of this system is to cut down court routine in line with the government's economy campaign.

New York, Oct. 10th.—"If there were a million people in France buying automobiles on the installment plan, that country would be far more happy and prosperous than it is," says Alfred Reeves, general manager of the National Automobile Chamber of Commerce.

Reeves believes that installment buying is sound economy for purchases over \$100, provided the purchaser pays one third of the total cost as first payment.

BIG MILEAGE RECORD.

In a test to gauge the maximum mileage that a Ford can run on a gallon of gasoline, at Charlotte, N. C., a Ford is said to have made 49.3 miles on one gallon.

CITROEN TO INCREASE.

Citroen motor company is planning to increase production of its flexible creeper track, or caterpillar, automobile. At the present the output is 50 per cent. for military purposes and 50 per cent. for various civilian series.

SOUTH BUYS CARS.

Although economic conditions are poor in the Southern American States due to the slump in the cotton market, auto dealers report that car sales are increasing and it often is difficult to make deliveries.

A challenge by America to Great Britain to an international draughts match has been accepted by the English and Scottish Associations, and will take place at New York in March next.

HUMBER

THE "NO TROUBLE CAR"

SUPERIOR IN ALL YOU EXPECT

WHEN YOU PURCHASE YOUR CAR THERE ARE MANY THINGS YOU EXPECT, AND IF YOU MAKE HUMBER YOUR CHOICE—YOU GET THEM. NOT ONLY THAT, BUT YOU ARE ASSURED THAT IN EVERY RESPECT THEY WILL BE SUPERIOR. THE HUMBER IS A SUPERIOR CAR—IT STANDS ALONE IN FINISH, THE DRIVING POSITION IS NON-FATIGUING, CONTROL IS SIMPLICITY ITSELF, COMFORT IS LUXURIOUS, AND EQUIPMENT COMPLETE.

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MILES
PER
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HAVE ALLOWED US TO DEMONSTRATE THE WONDERFUL FIAT—THE
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Fiat Model 509 4 seater Torpedo	... \$ 1900
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FIAT 509

The Master Tyre of Master Builders

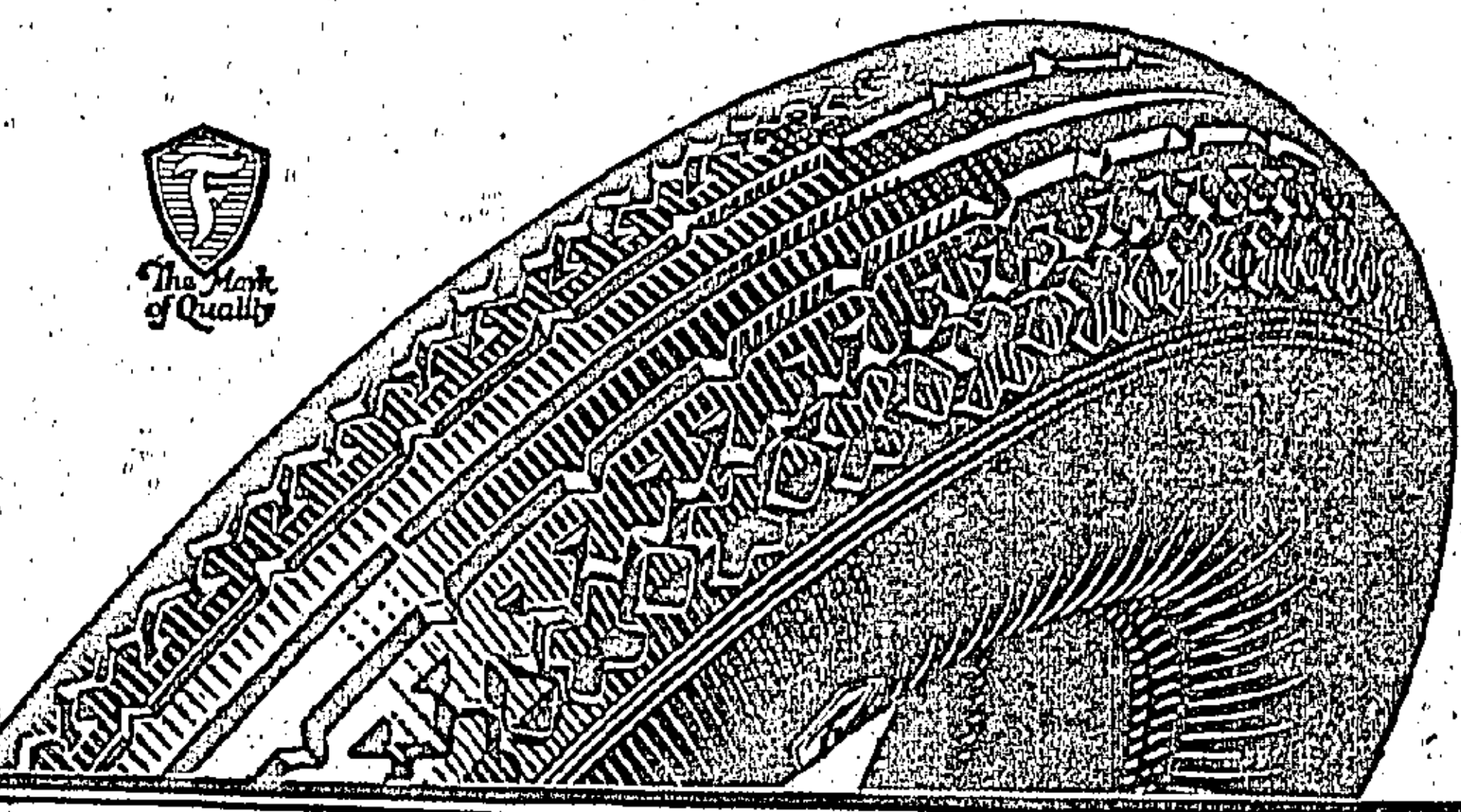
Since the beginning of the automotive industry Firestone has pioneered and developed tyres. The Full-Size Gum-Dipped Balloon is the Firestone masterpiece—a stroke of master-building.

And it is only natural that—because of many exclusive methods and processes—Firestone Balloons do raise tyre.

Mileage—Safety—Economy

The Firestone extra process of Gum-Dipping is the only known method that saturates and coats every fibre of every cord with a frictionless protective covering of rubber, giving greater strength and flexibility to the cords.

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MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

SATURATION POINT FOR AUTOMOBILES.

ROOM FOR MORE EXPANSION.

Detroit, Mich. With automobile manufacturers turning out 3,800,000 cars and 500,000 trucks in 1925, and with an approximate total registration of 2,000,000 motor vehicles now in the United States, the automobile industry is asking itself how long it can keep it up.

"As a layman I thought the 'saturation point' was imminent a good many years ago," Mr. Edward G. Wilmer, newly-installed head of Dodge Brothers, told the representative of the press in a consensus of motor executives on the subject, "but year after year has gone by and the market continues to hold up. Since that time others have at various points also expressed the belief that the so-called saturation point had been reached. The facts have shown, that our forecasts were all wrong. The nation has all along shown itself able to absorb more automobiles than the manufacturers could turn out. I have not the slightest idea when the point will be reached. Certainly there is no sign now that anything of the sort is imminent."

That the automobile industry is essentially stable despite its great expansion, is the opinion of other Detroit makers, answering the same question put to Mr. Wilmer. They point to the great investment in the business, the vast and firm monetary foundation it has, the place of the motor-car in the social life of country, the replacement markets for automobiles opening at home, and the new markets opening abroad. Such an industry, they declare, is as firm as any in the country.

Mr. Roy D. Chapin, head of the Hudson Motor Company, like Mr. Wilmer, sees no immediate falling off in automobile sales except perhaps in periods of occasional fluctuation. The continuance of the consumers'

market for cars depends, he says, on the expansion of the paved highway programmes, on the prices of the cars themselves and on the prosperity of the country.

EXECUTIVES' SIXTH SENSE.

Mr. C. D. Hastings, president of the Hupp Motor Company, answering the same question says the automobile business has to be run with a high degree of common sense, and is susceptible to periods of depression like any other. However, he says, the automobile executives have developed what amounts to a sixth sense in forecasting lulls in the trade, and, therefore, when these depressions do arrive, they have been largely discounted. No immediate limit is seen, he says, to the number of motor cars that may be sold to the world, for the 20,000,000 cars already in circulation form a tremendous replacement market. No man who has ever ridden in a car, Mr. Hastings points out, will voluntarily go without an automobile. New markets in nations not seriously affected by the World War are expanding, as in Australia, South Africa, the Far East and South America.

"The world market hasn't been scratched yet," added Mr. Hastings.

There is now one motor vehicle to every four and a half or five people in the United States, says Mr. Alvan Macaulay, president of the Packard Motor Company, who adds that as the American population expands new cars will continue to keep up this ratio. Mr. Macaulay lays stress on the big replacement market and adds that the maximum number of cars in the United States has "certainly not yet been reached."

MOTOR TRUCKS.

As far as motor trucks go, Mr. Martin T. Pulcher, head of the Federal Motor Truck Company, points out that the United States has a smaller percentage of trucks to touring cars than any other nation, indicating that whatever is the future for the motor car there is still plenty of room for the motor truck. In the United States, he says, the

truck is "bringing the farm to the city," permitting the establishment of fresh fruit and vegetable markets in the middle of urban areas, replacing the inefficient labour of horses on farms and, also, in the shape of motor buses adding a new transportation method both in country and city.

"The railroad has no quarrel with the motor bus or truck," Mr. Pulcher declares, "for we are giving them 10 times the business in traffic that we are taking from them. This includes the haulage of gasoline, of road material and of the raw material for the production of motor cars themselves."

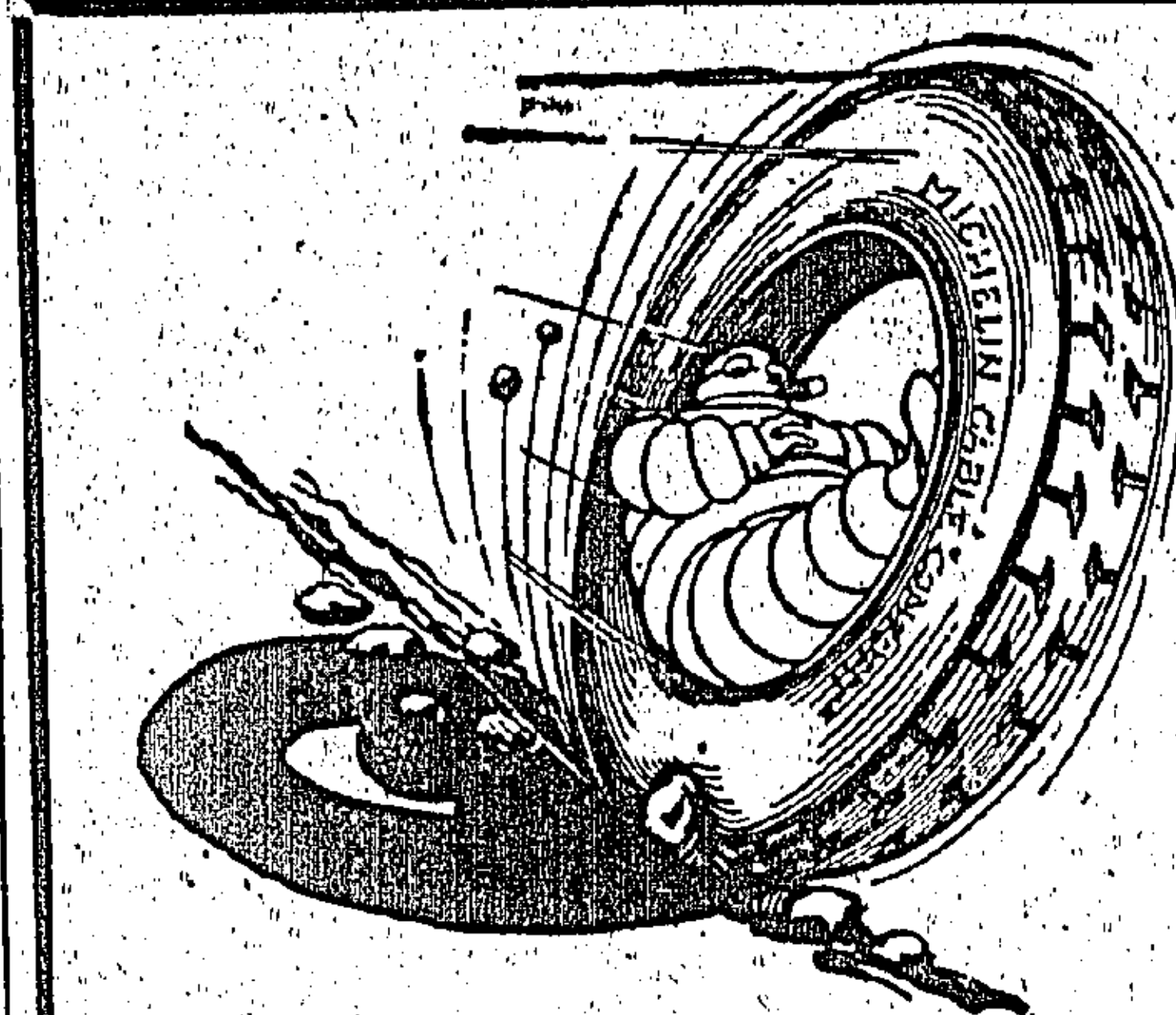
Mr. Pulcher believes the future of the truck is as the short-distance hauler, supplementary to the railroad, which can carry things more cheaply than the truck on longer journeys.

NEW TAIL LIGHT LAW.

A law in Australia makes it necessary for the driver to leave his car to extinguish the tail light. The lights are connected so that they cannot be extinguished from within the vehicle.

RENTER IS LIABLE.

A person who rents a car and operates it is responsible for any accidents which result and the automobile owner is held not responsible, according to a ruling in the District Court of the Canal Zone.



If you cannot obtain satisfactory result from other tyres which are made with ORDINARY cord, please try MICHELIN which are built with reinforced "CABLE" cord, and far more superior than any other tyres in quality.

Obtainable at all Garages.

Sole Agents for:—

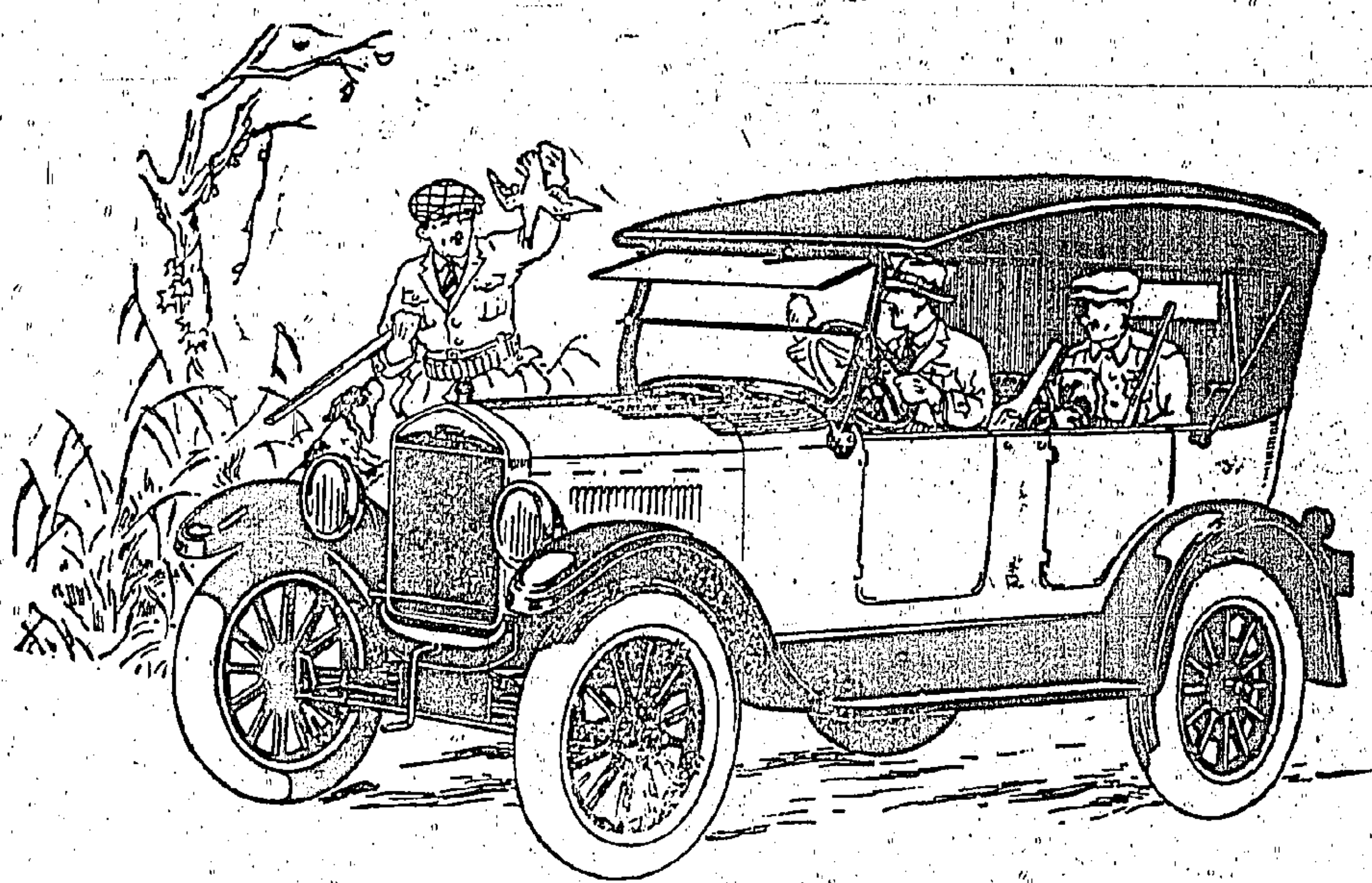
Hongkong and South China:

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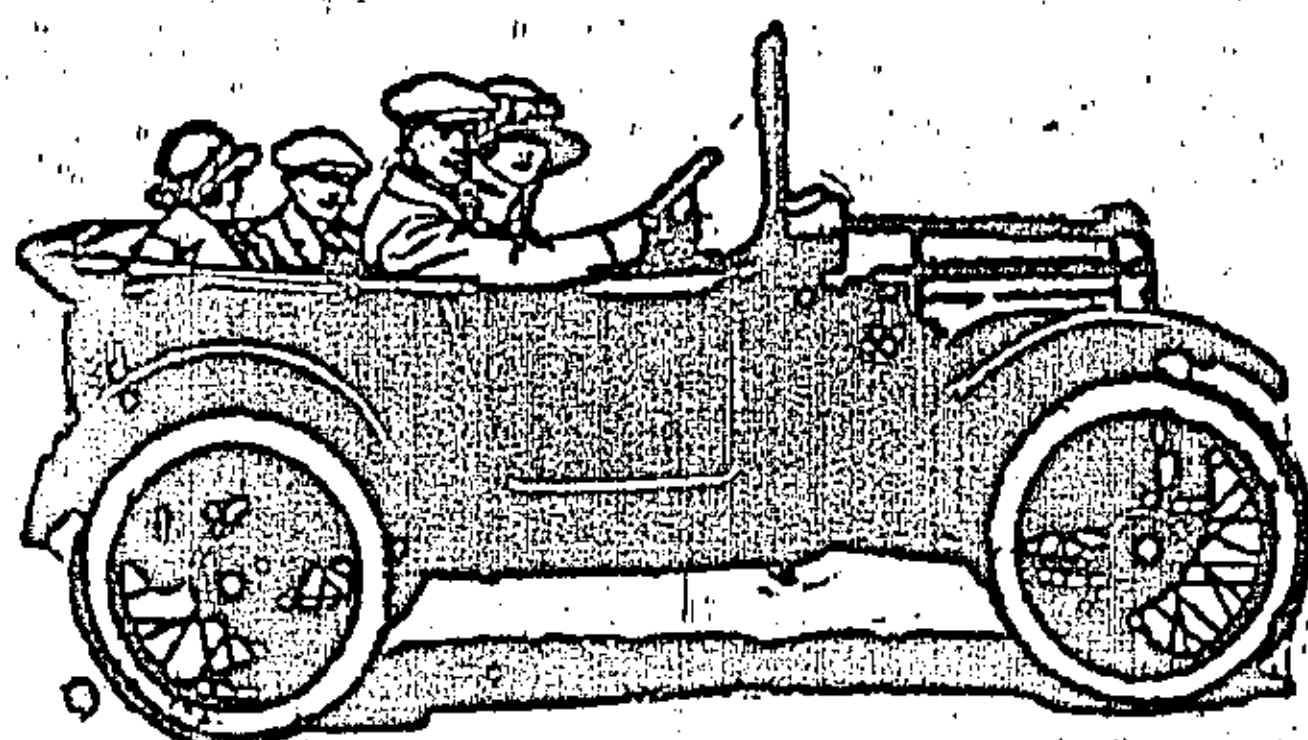
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Ford



NOW IS THE TIME



By paying \$800.00 down you can drive an Austin Seven away Licensed, and Insured. Balance payable over 6 months.

LOWEST INITIAL COST!

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NO GARAGE BILLS!

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New models, Lower prices Fixed Rates

From £165.00

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Price with Balloon Tyres

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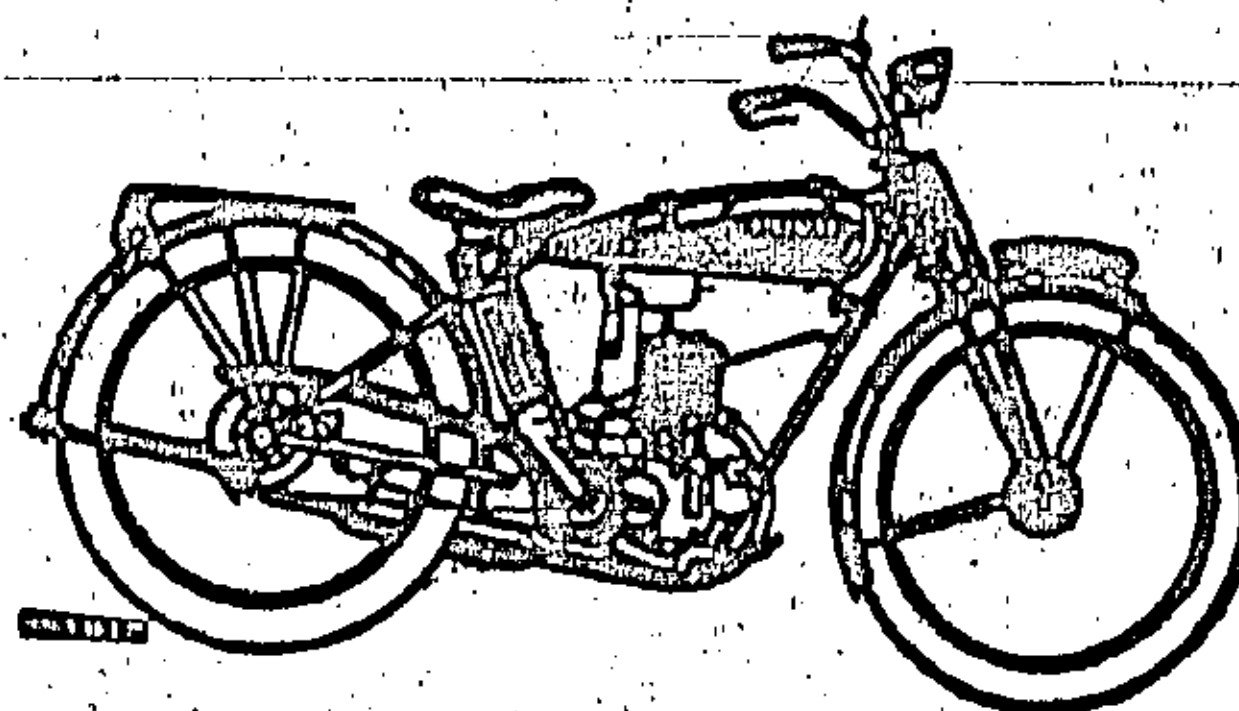
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Delivered in Kowloon

H.K. \$1,080.00

The improved Ford is not only good but good looking too. Long, low and stream lined, beautifully finished in every detail. Though sold at so low a price, it has the most expensive type of body work—all steel—ensuring lightness with strength, freedom from rattles and prolonged life. The touring car is finished in brilliant colors, carmine lake, tartan green or moleskin deep grey. It is a car you will be proud to own.

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3-H.-P.

In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH \$350 TERMS

Call and make an early inspection at our office.

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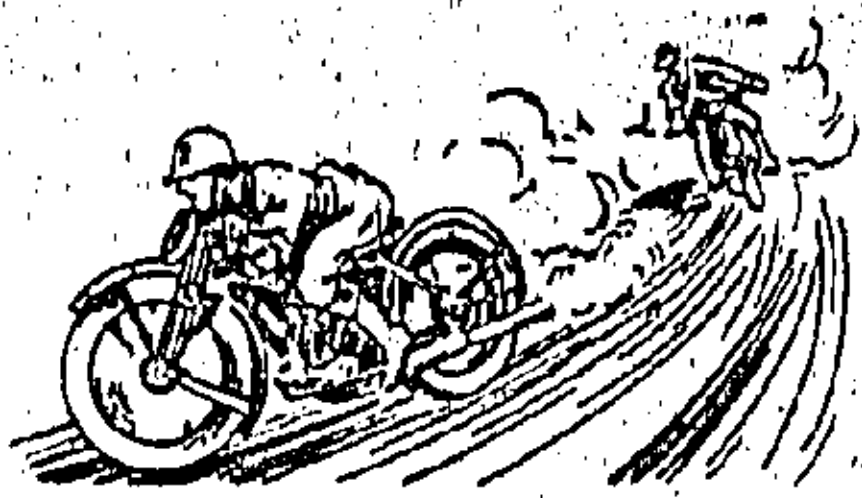
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INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 349 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.

SOLE AGENTS.

ATTENTION

FORD OWNERS

Arrangements have now been completed whereby Ford Owners

are enabled to purchase

GASOLINE and TYRES

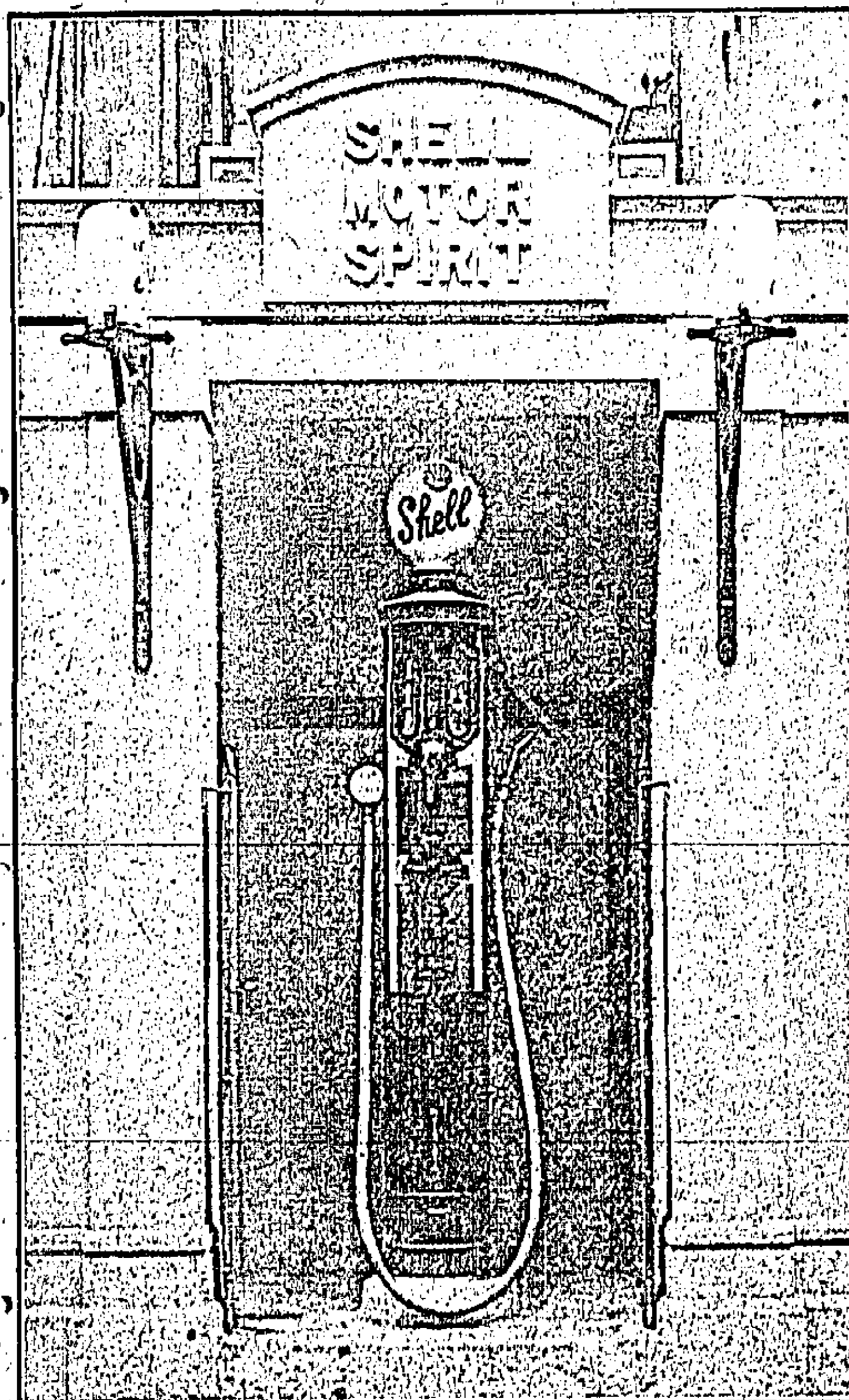
AT REDUCED PRICES.

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6, Queen's Road Central ... Tel. C.4895.

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"SHELL" PUMP

Situated in Douglas Street

Des Vieux Road Central, and opposite The Douglas Steamship Wharf

The Asiatic Petroleum Co. (S. C.) Ltd.

MANILA DRIVERS.

OPPOSE PROPOSED LAWS

TO STATE THEIR CASE.

Enactment into law of the proposed automobile regulations presented in the senate recently by Senator Juan B. Alegre will be opposed by several thousand Manila chauffeurs and car drivers all over the islands, it is predicted. The proposed regulations would change the automobile law radically, to protect the public from irresponsible drivers. It would regulate among other things the issuance of licenses, speed limits and registration of vehicles.

BONDING PLAN HIT.

The proposed automobile law would have professional drivers put up a bond of P1,000 prior to the grant of license. This was attacked vigorously by Senator Emiliano Tirona as unreasonable and unjust. He stated that it would practically deny chauffeurs and professional car drivers their right to a livelihood. It would be impossible for a mere chauffeur, according to him, to furnish so big a bond.

The bill is favourably recommended by the Manila chief of police, the public utility commissioner, the director of public works, public utility operators and garage owners. On the suggestion of Senator Tirona, the discussion of the bill has been postponed, to give a chance to chauffeurs and drivers to voice their opinion. A hearing will be granted them on request.

Aside from the re-arrangement of sections, and re-wording of ambiguous or non-enforceable clauses, the important new matter included is briefly listed as follows:

1. Definition of "Parking," and regulation same.
2. The detail of procedure for registration, etc., is made subject to regulations, thus simplifying the Act itself.
3. Minor violations may be punished by recording a "warning," with the provision that registration or license may be suspended after three warnings.

WANT SALES REPORTS.

4. Report of motor vehicle sales and mortgages required.
5. Garage must register at least five cars under one ownership, or else operate under Public Utility license.
6. Special permits may be issued for special cases.
7. Drivers' licenses must be carried.
8. Professional chauffeurs must be bonded, to render them responsible for injuries.
9. Chauffeur's employment record are required.
10. Blinding headlights are prohibited in towns.
11. Speed limits are definitely tabulated and made uniform throughout the Islands.
12. Provisions for overtaking and passing vehicles.
13. Owners and chauffeurs directing a motor vehicle are made responsible for injuries.
14. Unpaid registration fees are a lien on the vehicle.
15. Deputies for enforcing the motor vehicles law are authorized also to enforce the public utility acts in regard to motor vehicles.

CADILLAC FACTORY.

VISITED BY GERMAN ARCHITECTS.

A group of prominent German architects, members of the Bund Deutscher Architekten, which is the German architectural society, touring the United States under the auspices of the United States Department of Commerce, spent two days in Detroit recently and inspected the plant of the Cadillac Motor Car company and the Fisher Body plant on West Fort street as outstanding examples of industrial architecture.

The German visitors are being conducted through the states by representatives of the North German Lloyd. Cities previously visited included New York, Philadelphia, Washington, Pittsburgh and Chicago, and their return trip from Detroit was by way of Buffalo and Boston to New York. The Michigan Society of Architects and the Detroit Chapter of the American Institute of Architects cooperated as hosts in Detroit.

At the Cadillac plant the visitors were welcomed by Lawrence P. Fisher, president, and Lynn McNaughton, vice-president of the company. The General Motors Export division entertained at a luncheon in the General

OVERTURNING AUTO IN MIDAIR



This rarely spectacular photograph shows C. Wilkinson's high-powered racing car turning turtle as he wheeled about too sharply after winning an event at the Ulster Races on Magillan Strand, London. Wilkinson was little hurt. Observe the flying sand thrown out by the wheels.

PUBLIC SERVICE.

EFFICIENT STREET CLEANSING.

Efficient street cleansing is a big item with which all Road Authorities have to cope, and the merits of the various Karrier municipal models are well worth the attention of all concerned in this very important work.

One outstanding model—designed specifically for road sweeping—embodies the essential requirements of municipal authorities who prefer the method of sweeping refuse towards the kerb and not—as is the case with the Karrier Sweeper and Collector—away from it. This model is known as the "RB" road sweeper, and it overcomes in most economical manner the expensive and obsolete methods of the past.

A practically standard 2-ton chassis is employed, fitted with equipment which enables the machine to be used in four different ways.

A rectangular-shaped tank of 750 gallons capacity supplies water, under pressure to either the sprinkler heads fitted at the front of chassis or to washing nozzles, four in number, placed forward of the sweeping brush which is set at an angle in front of the rear wheels. The volume of water supplied in each case is variable and under the control of the driver.

Three of the four washing nozzles can be cut out by means of a valve, and this enables the remaining one on gutter side to be used for the flushing of channel.

It will be seen, therefore, that the machine serves for the following purposes—as and when required:—

- (1) Sprinkler and sweeper.
- (2) Street waterer.
- (3) Road washer.
- (4) Gully flusher.

A sweeping speed of from 5 to 6 m.p.h. can be gained, and the cost of operating this model, including all charges, is in the neighbourhood of 1s. 4d. per track mile.

The advantages which accrue from employing this type of machine are as follows:—

- (1) The most satisfactory distribution of water is obtained, the "throw" of sprinkler heads being at right angles to the direction of travel, whilst the washing nozzles throw powerful jets of water forward of the sweeping brush.
- (2) Water pressure can be regulated immediately as and when required.
- (3) Operations can be effected in wide or narrow streets, full widths being washed and gutters cleaned without inconvenience to pedestrians.
- (4) Absence of any valves or fittings inside the tank.
- (5) Highest efficiency without waste of water.

Motors building and the architects were shown the main features of the corporation's giant office structure.

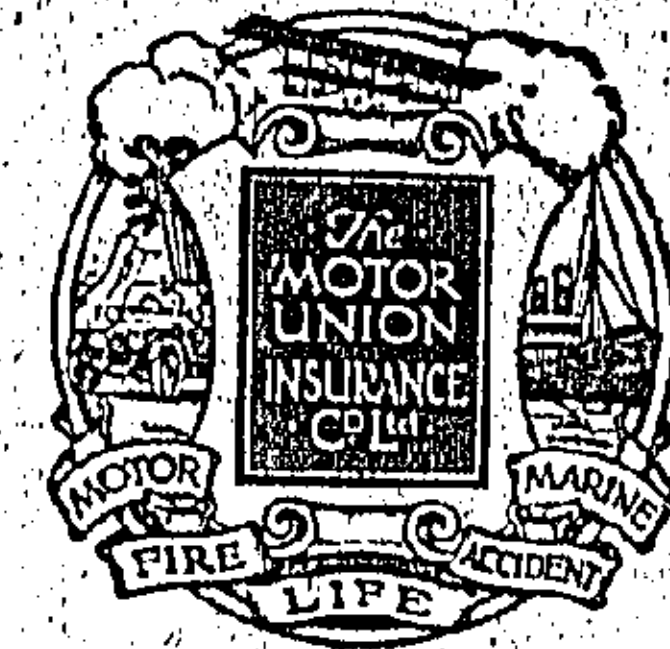
Their inspections also included downtown structures in course of erection, the new Michigan theatre just completed, building sites, and residential and commercial architecture.

FINS BUILD ROADS.

The Finnish government plans to spend about \$1,500,000 for improvement and maintenance of roads during 1927, according to a report received by the United States Department of Commerce.

MAY SELL MOTORS.

The United States government may sell 12,000 Liberty motors at a rate cheaper than the commercial listings to encourage aviation. The sale will be made when authorized by President Coolidge.



INSURE YOUR CARS
WITH THE MOTOR
UNION INSURANCE CO.
LIMITED.

THE MOST EXPERIENCED
MOTOR INSURANCE
OFFICE IN THE WORLD.

Local Agents,

THE UNION TRADING CO., LTD.

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Phone C. 587.

Wherever you motor,
Wherever you park—

COUNT THE

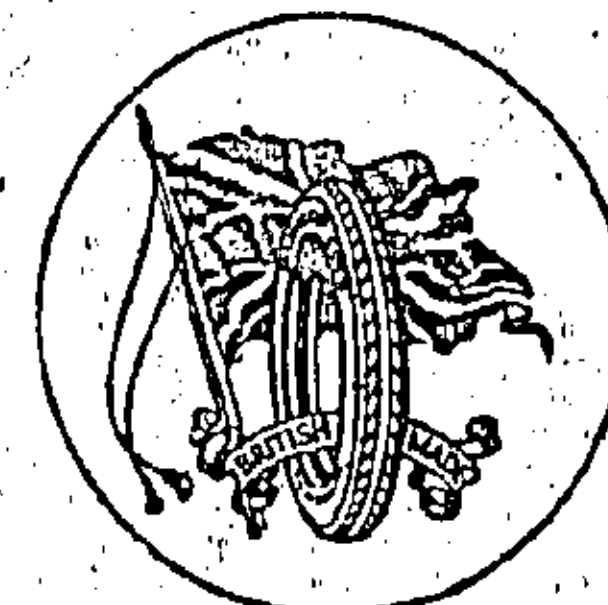
DUNLOP

TYRES

THEIR dominance is the strongest proof
of their popularity and demonstrates
the fact that motorists know the value of
buying the world's best tyre.

Are they on YOUR car?

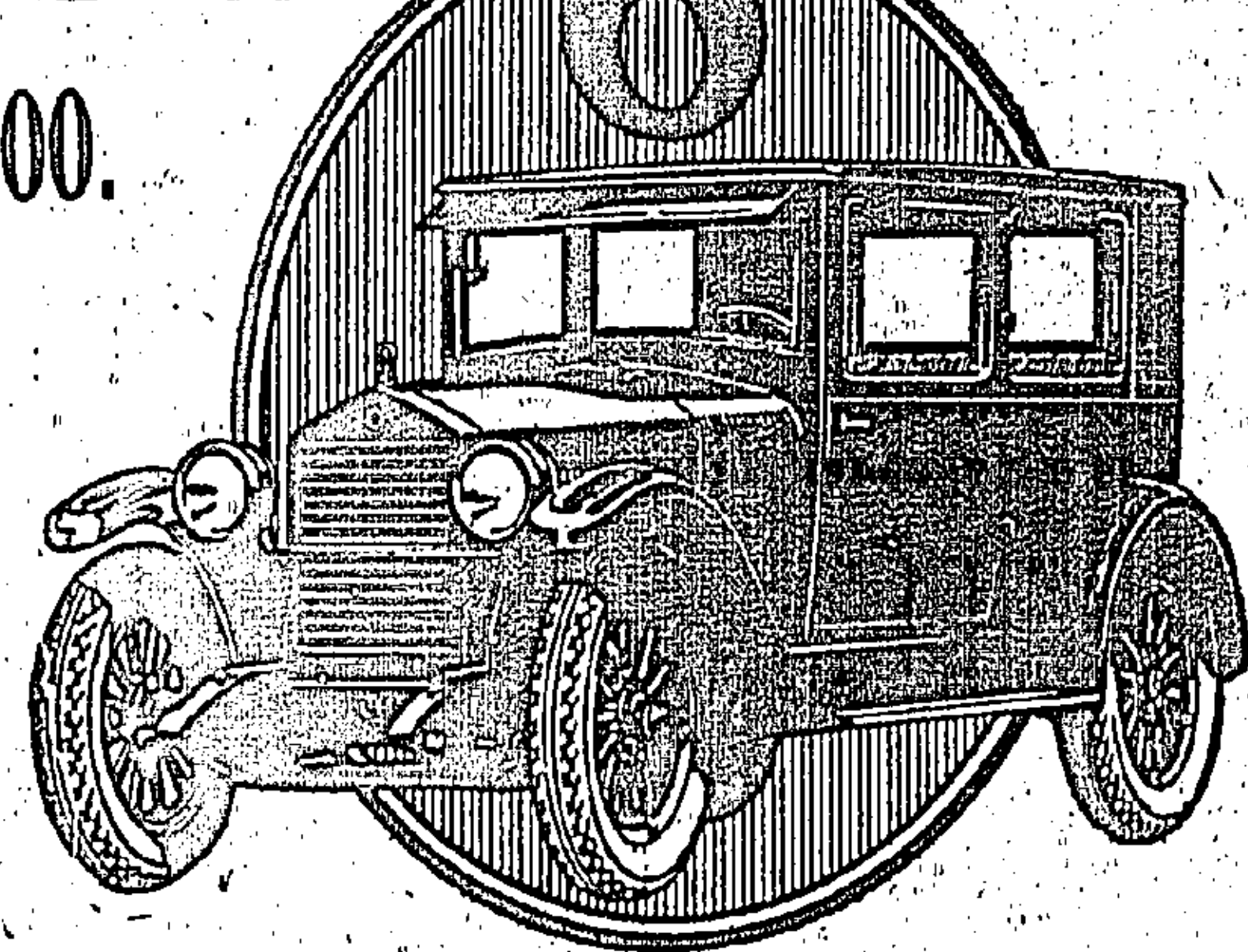
DISTRIBUTORS:
HONGKONG HOTEL
GARAGE,
TEL. C. 4759.



BRANCH OFFICE:
6A, DES VIEUX ROAD
CENTRAL,
TEL. C. 4554.

ESSEX "6" COACH

\$2,300.



The Lowest Prices for
The Finest Essex Ever Built

This is the greatest Essex value in history. It is the finest Essex ever built. The price is the lowest for which Essex ever sold. The largest production of 6-cylinder cars in the world, giving economies in purchase of materials, manufacture and distribution exclusive to that position, make this value possible to no other builder.

The new low price places it within reach of all. At little more than the cost of a low-priced "Four" it gives the brilliant performance, reliability, riding ease and fine appearance for which Essex is famous. A ride will give you, too, a conviction of goodness and quality, such as you never expected in a car of its price.

ESSEX TOURING \$2,100.

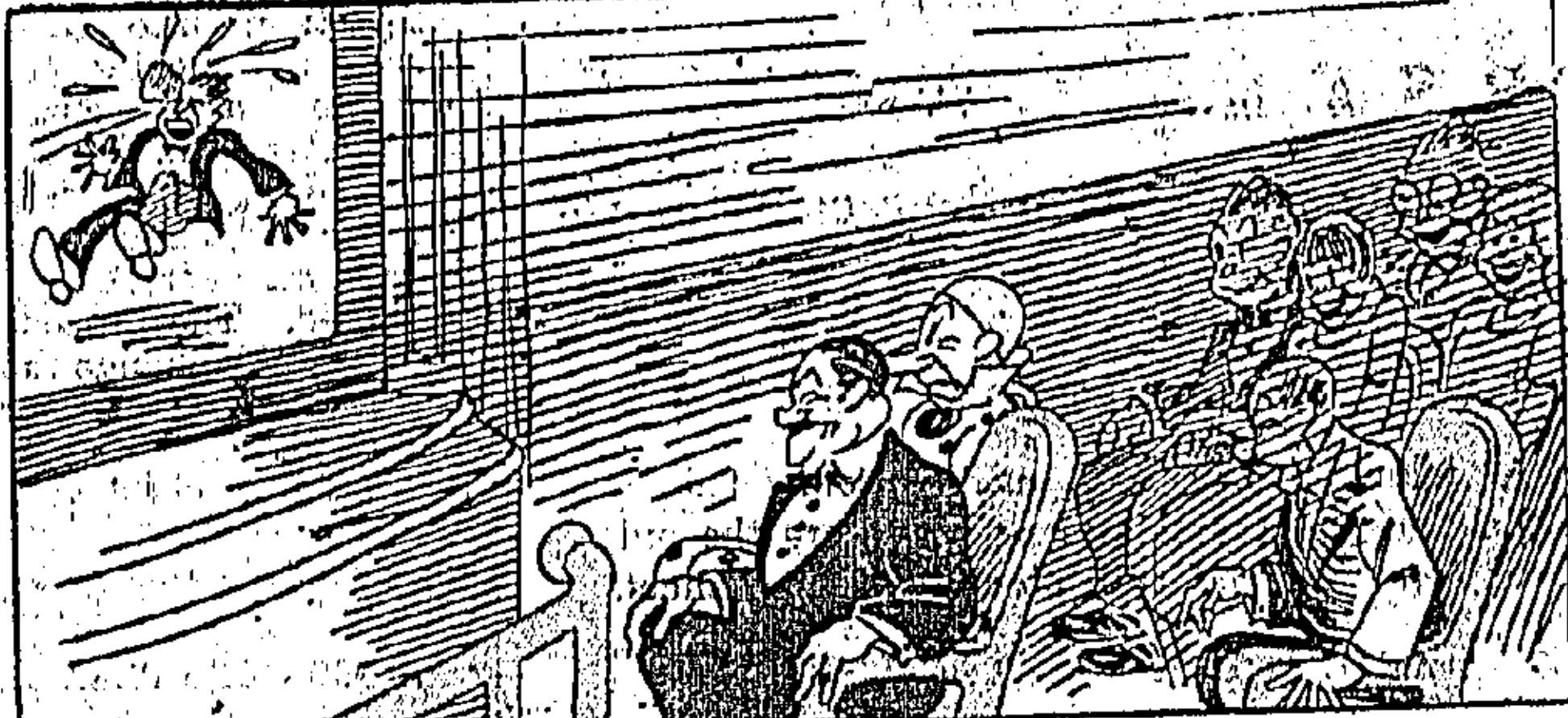
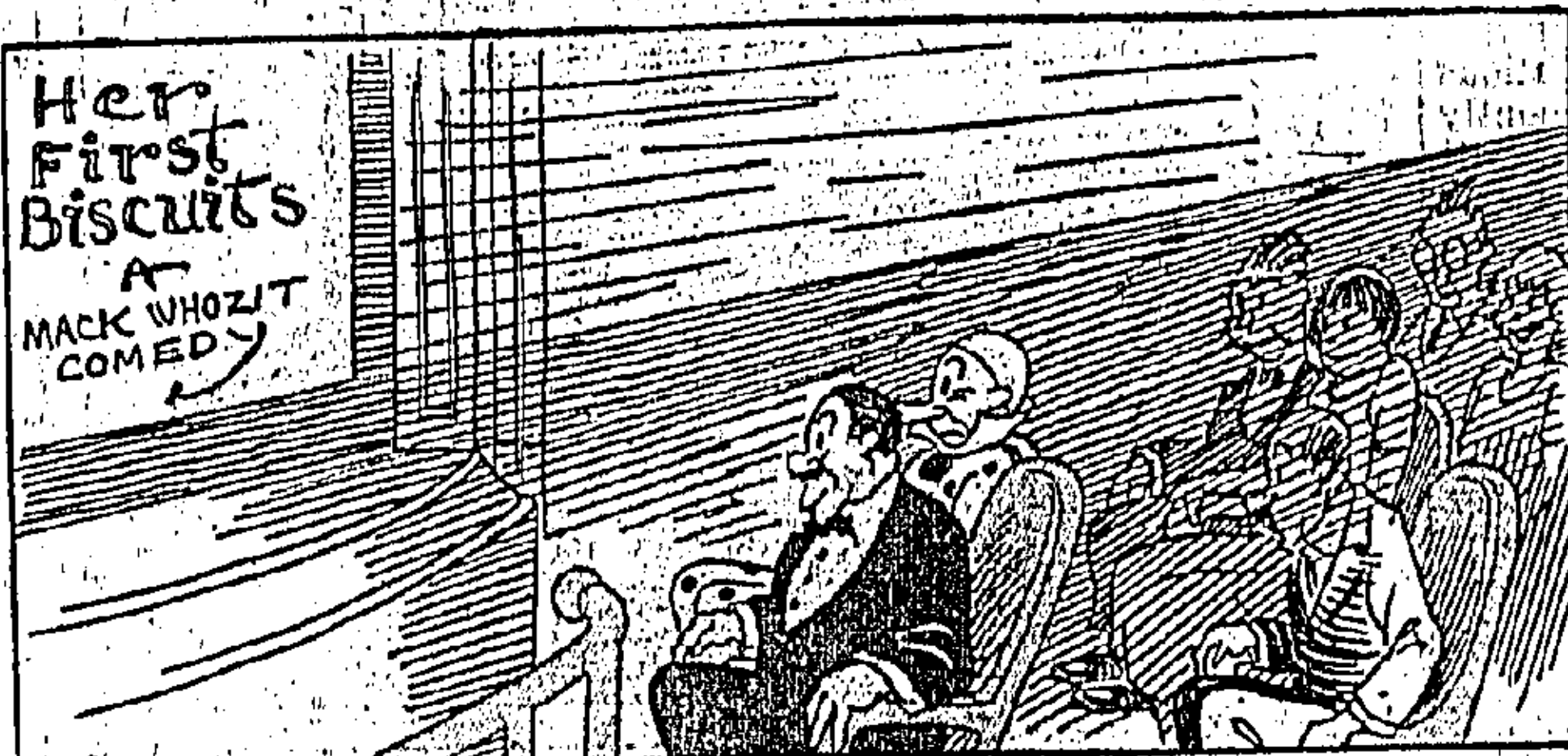
All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPI VALLEY

Jo-Jo the Jester

By JIM LAVEY

Her First Biscuits
A MACK WHOZIT COMEDY

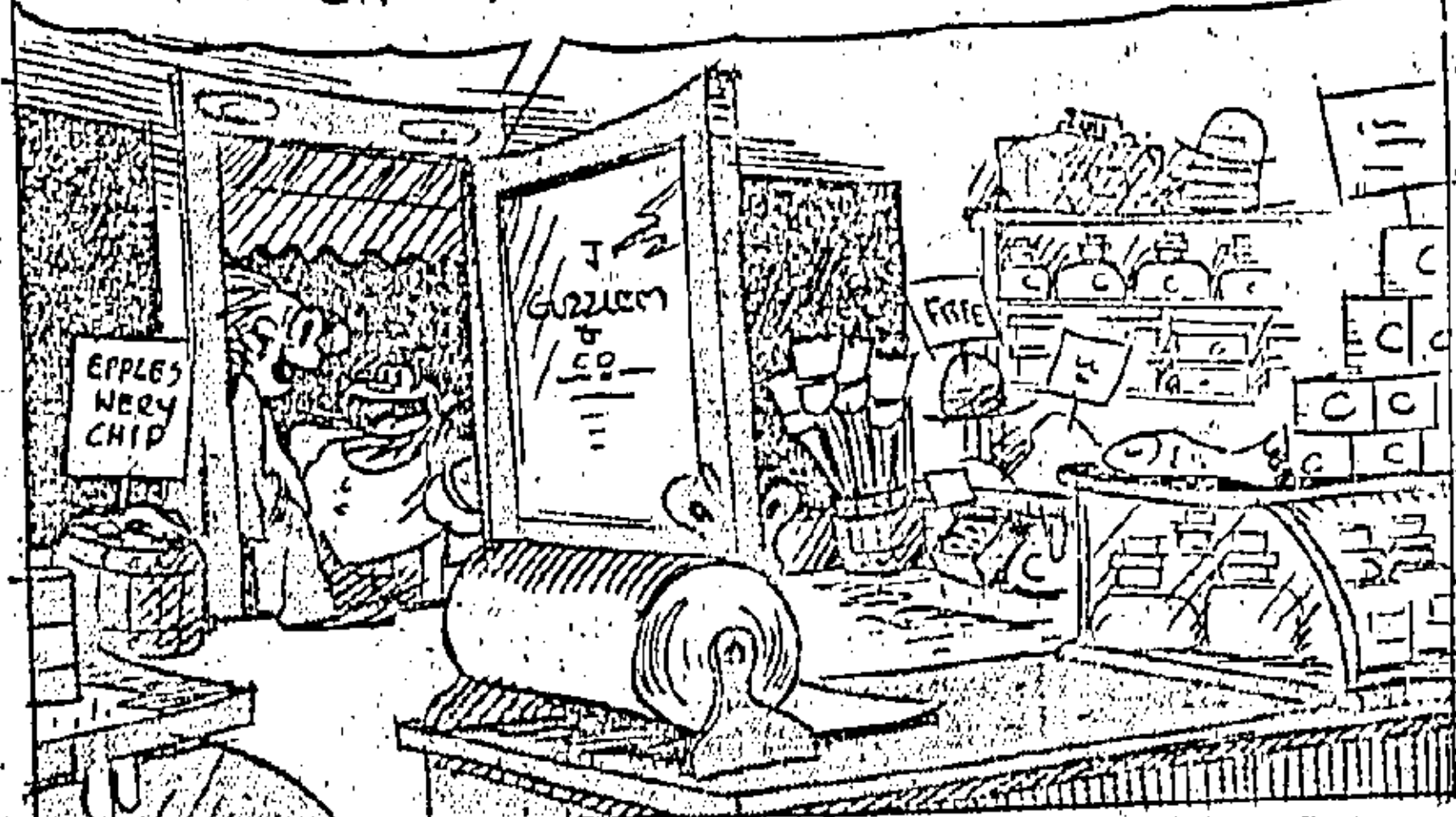


SALESMAN SAM

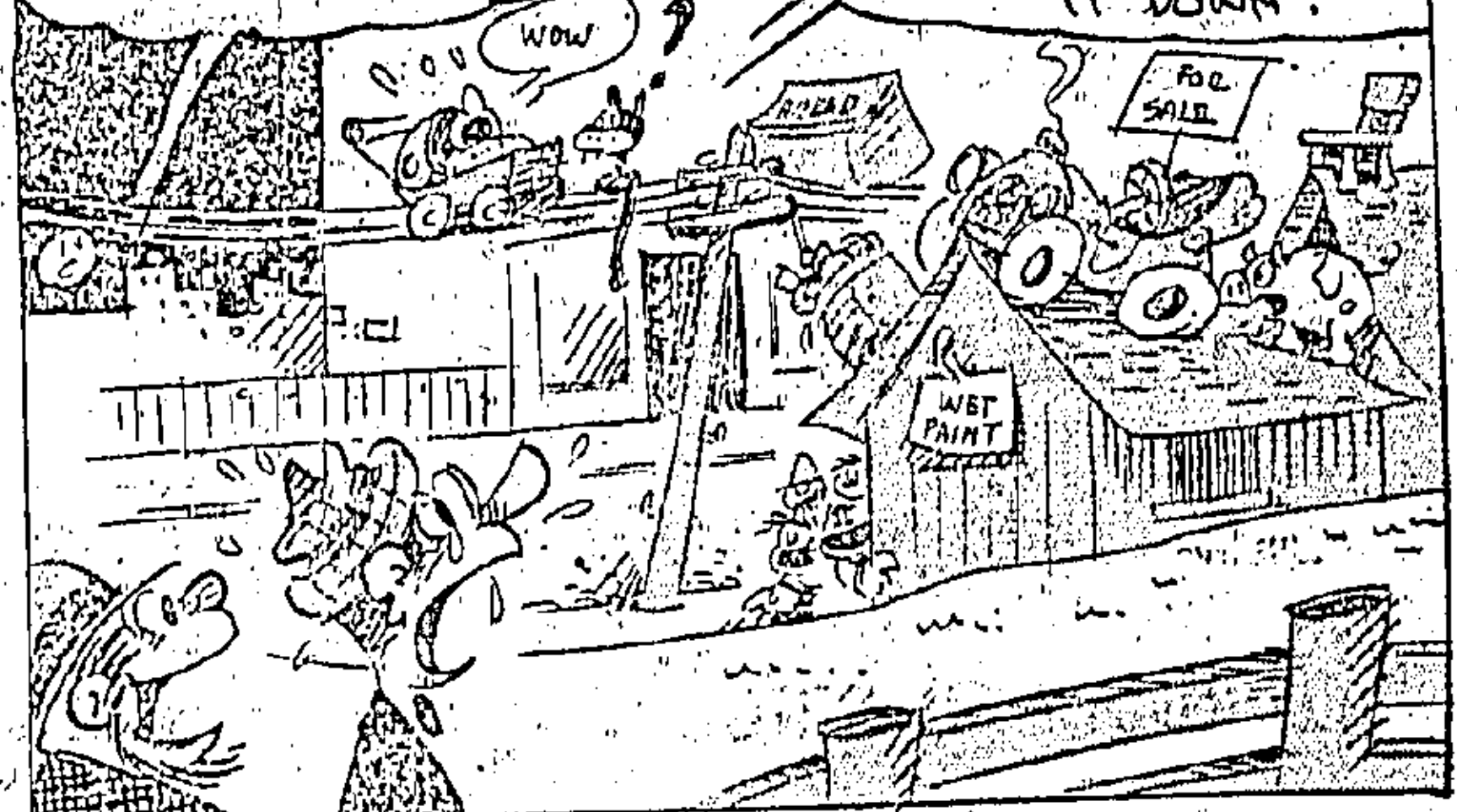
WELL, SAM - HERE IT IS, 10 O'CLOCK ON HALLOWEEN NIGHT - MILLY, SUSIE, AND NAPOLEON HAVE GONE HOME, AND MY WIFE'S AWAY ON A VACATION, SO



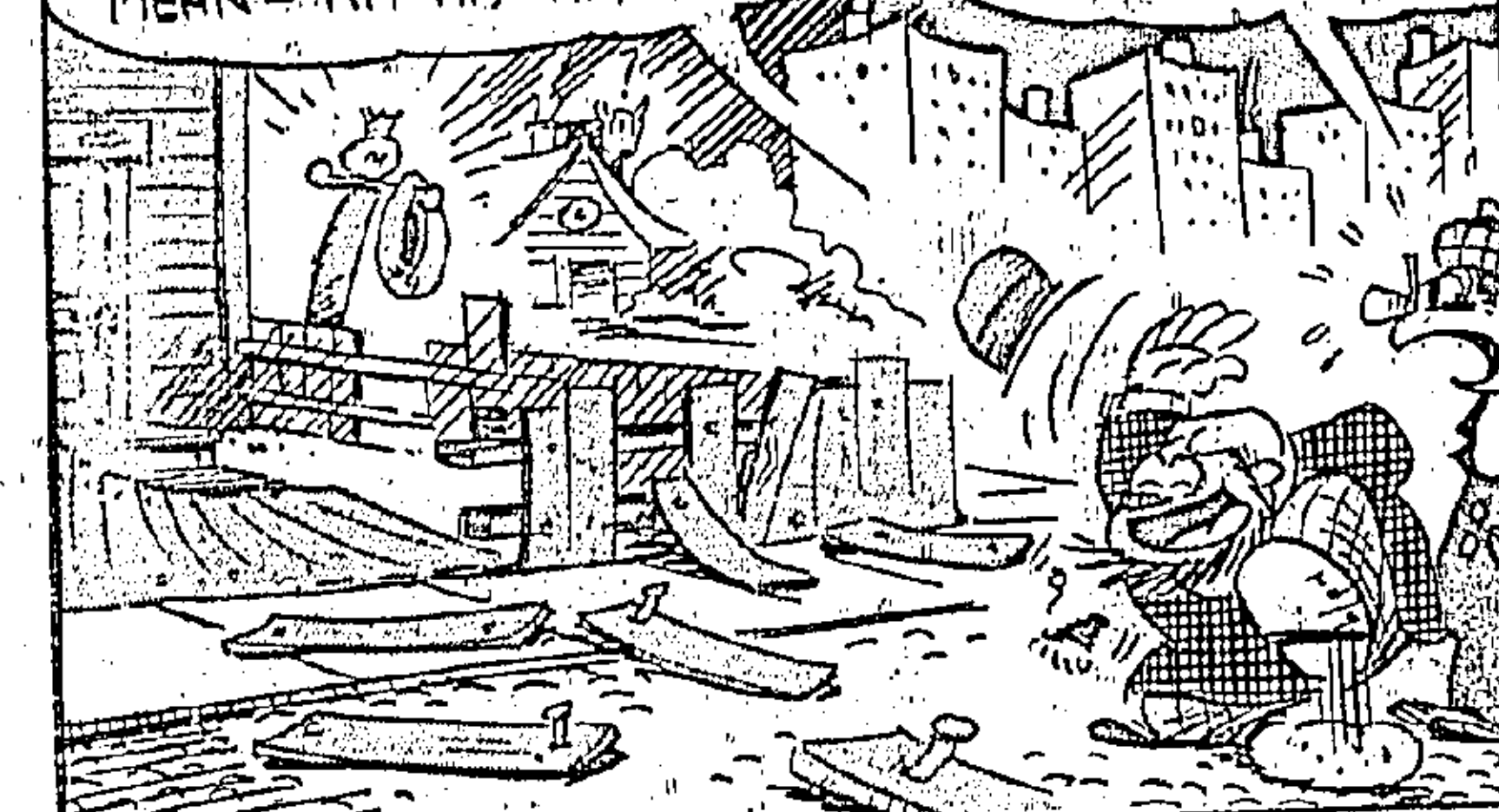
WHAT SAY WE CLOSE UP TH' STORE, AND BUM AROUND TH' STREETS, AND WATCH TH' KIDS HAVING THEIR FUN, LIKE WE DID WHEN WE WERE KIDS ON HALLOWEEN NIGHT?!



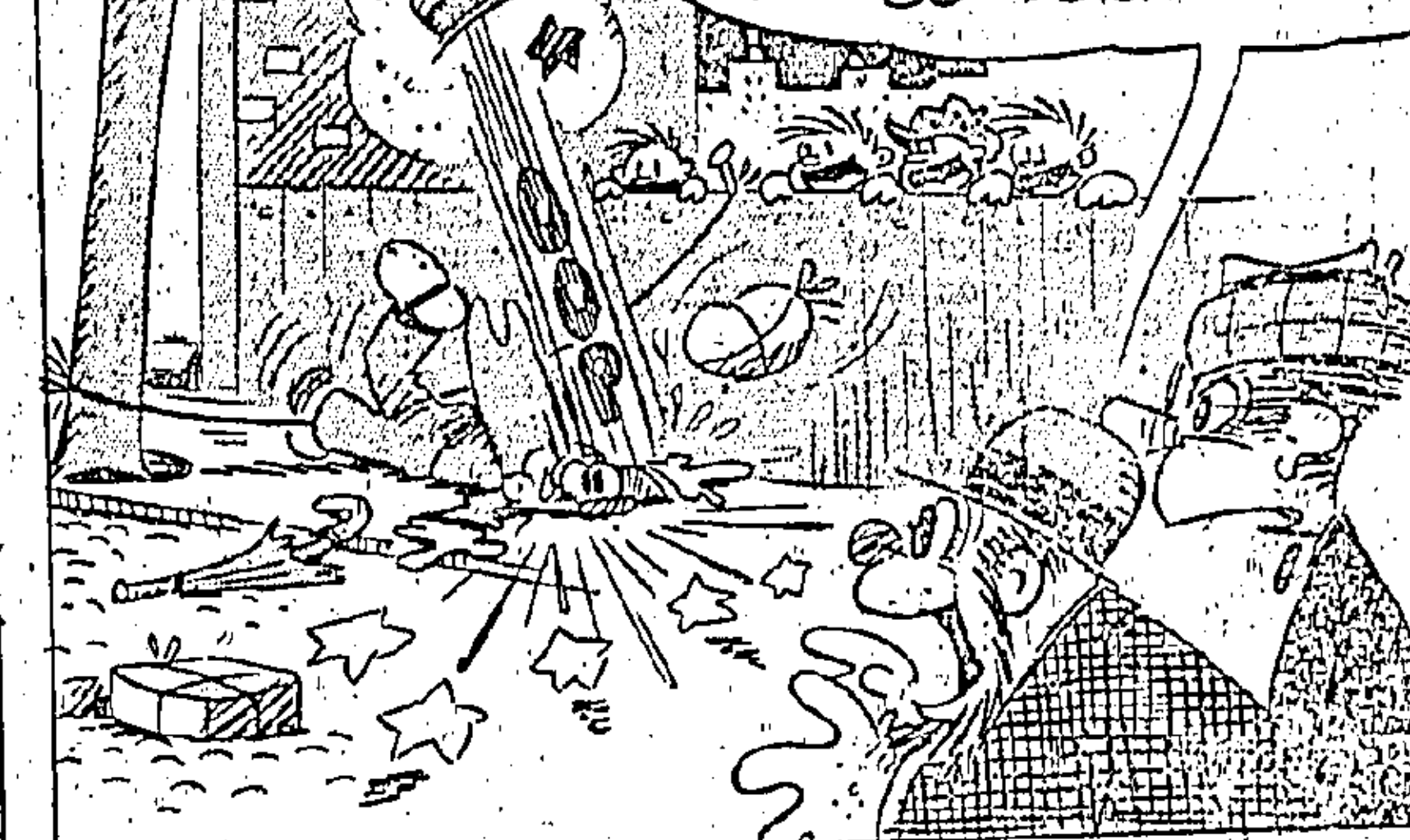
OH BOY! - LOOKIT THAT! - TH' KIDS STUCK OLD MAN JONES' FLUVER ON TOP THAT BARN! HO-HO-HO



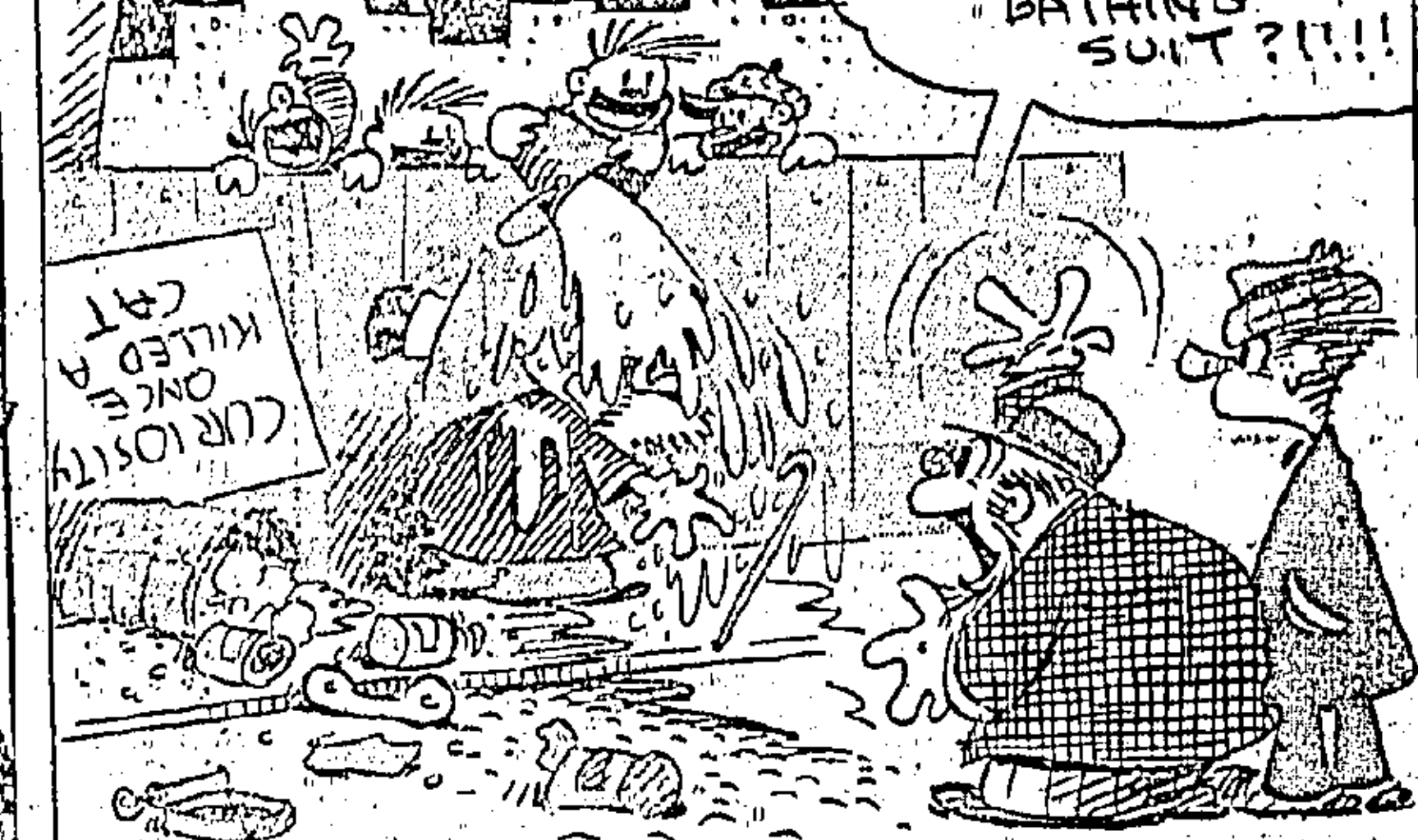
WHOOPIE - SOMEBODY'S FENCE IS ALL SHOT - THEM DOGGONE KIDS ARE GOOD, WHAT! MEAN - HA-HA-HA



IT'S A DARN SHAME - BREAKING PROPERTY ISN'T FUNNY.



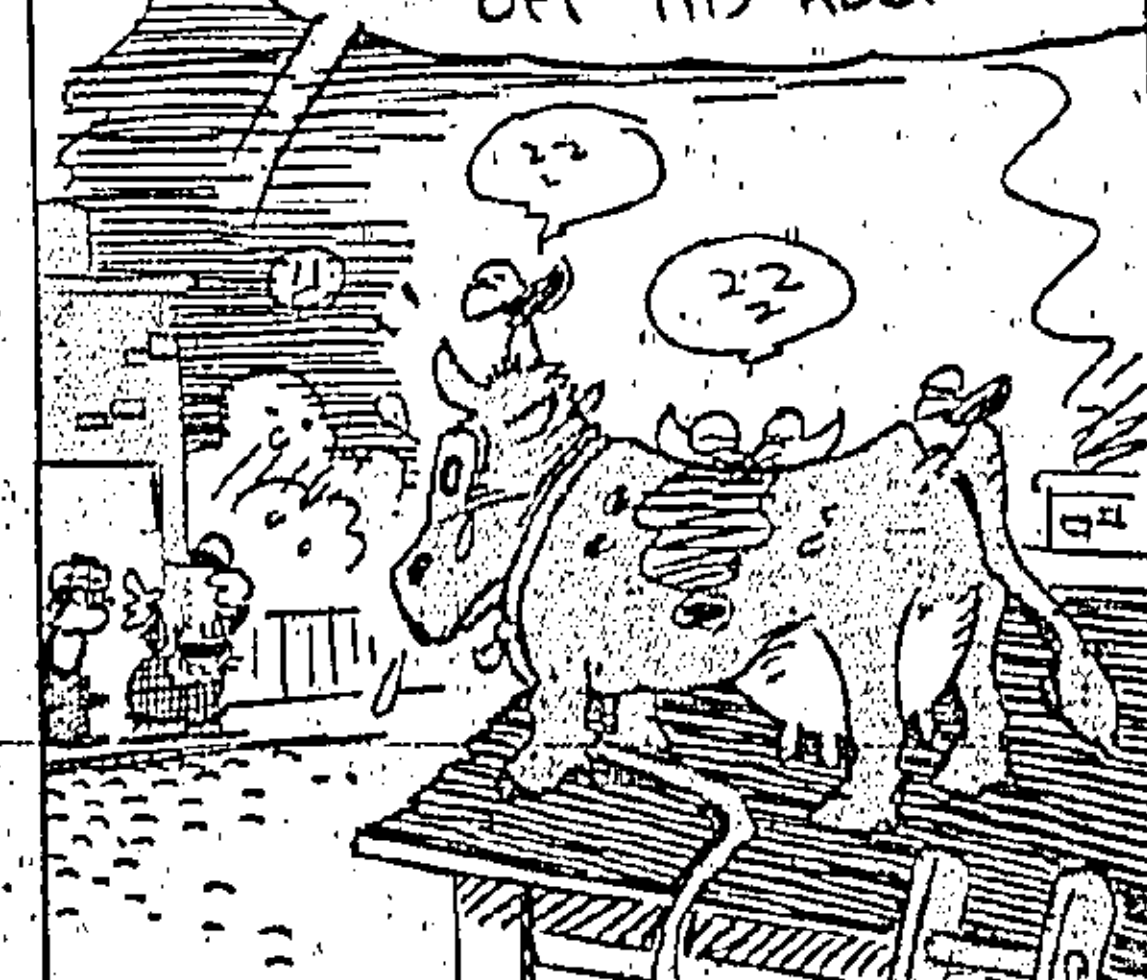
HEY BUDDY! - WHERE'S YOUR BATHING SUIT?!



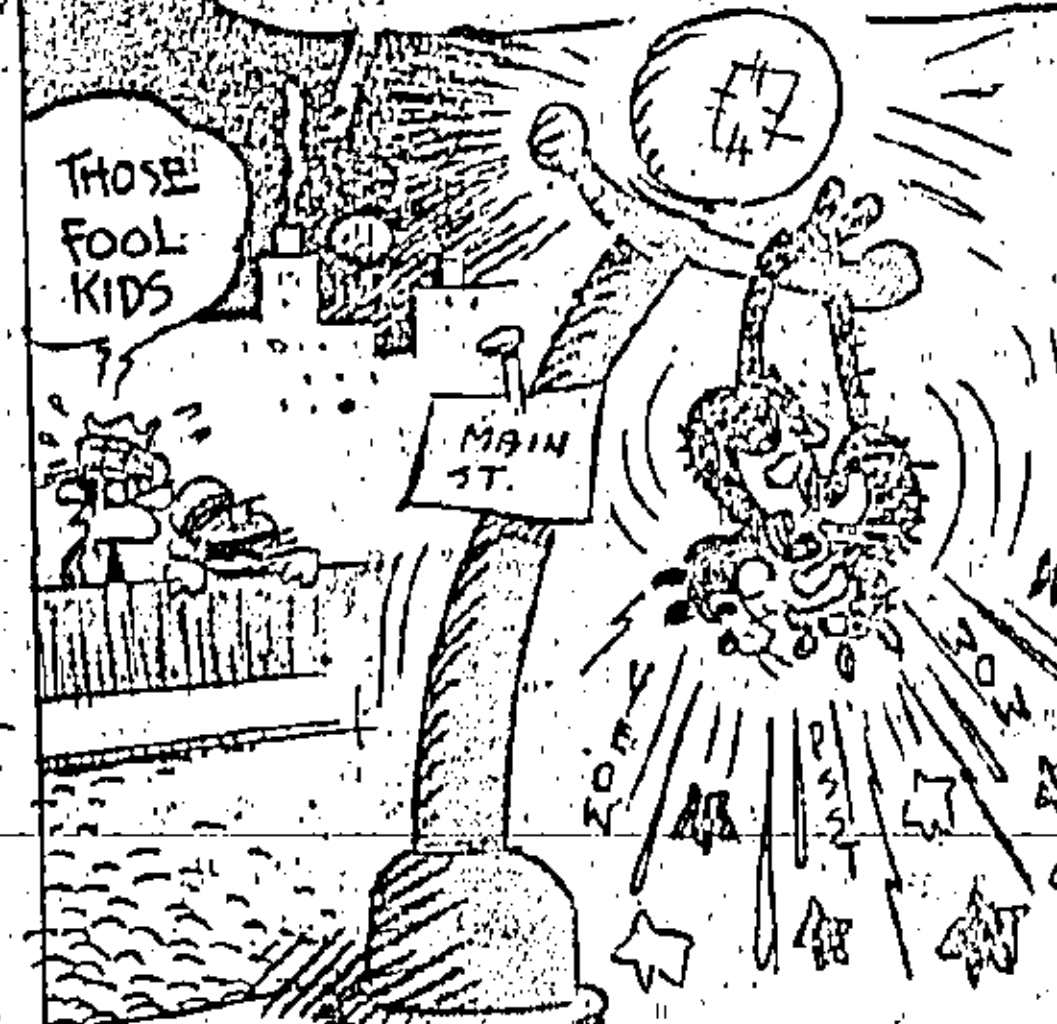
LOOKIT TH' SOAP ON THAT GUYS WINDOW! WHEE!!



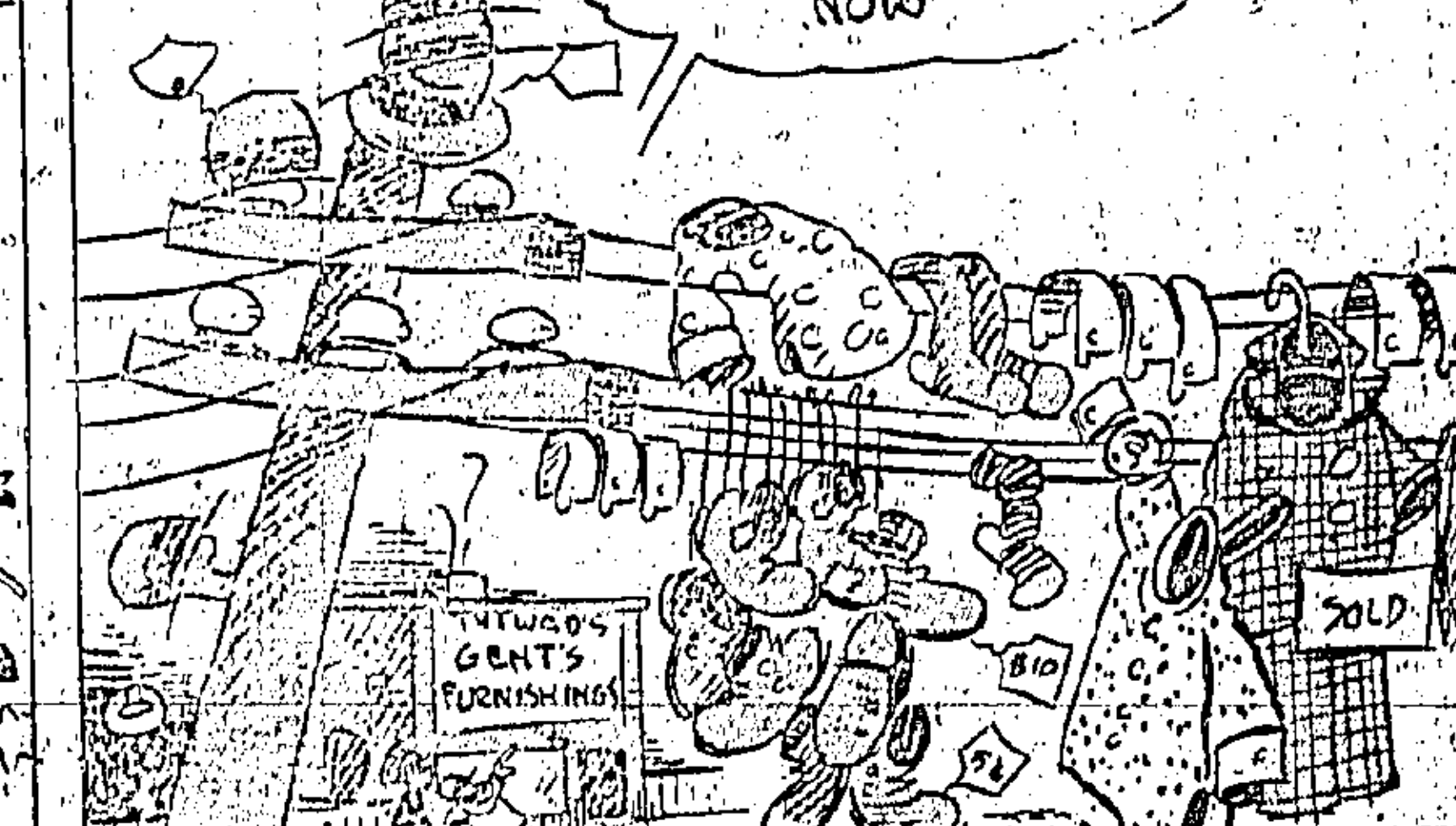
IT'S ALLRIGHT FOR TH' KIDS TO HAVE FUN - BUT WHEN - ETC - ETC



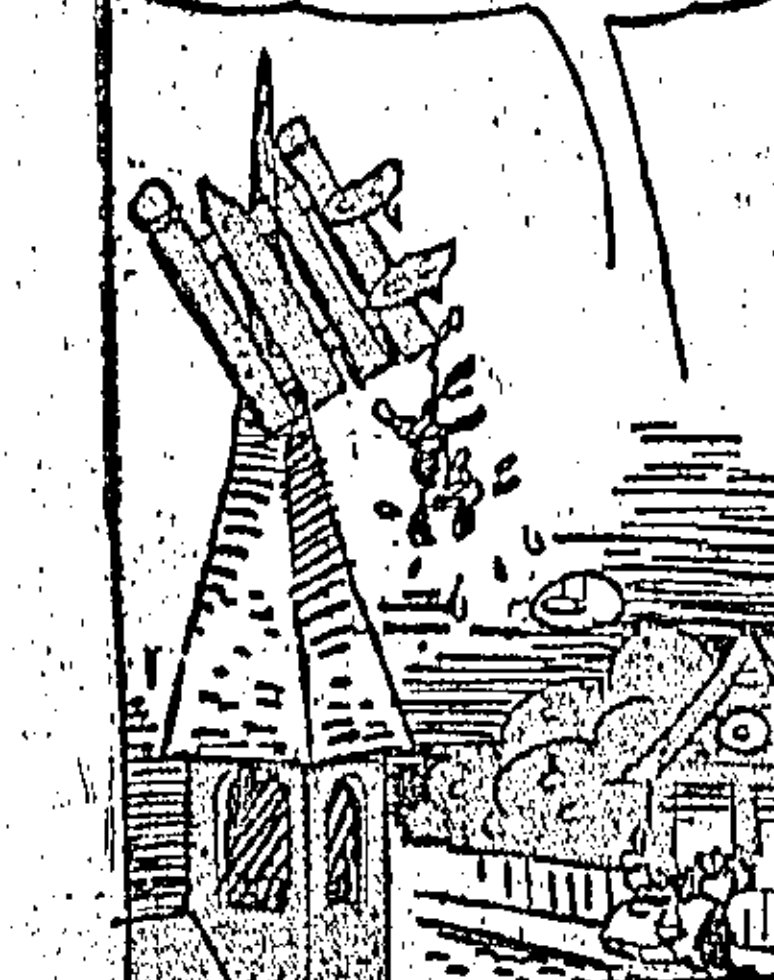
HA-HA-HA - SMITH SURE WILL HAVE A JOB GETTING THAT COW OFF HIS ROOF



TALK ABOUT NOISE - JUST LISTEN TO THOSE COWS



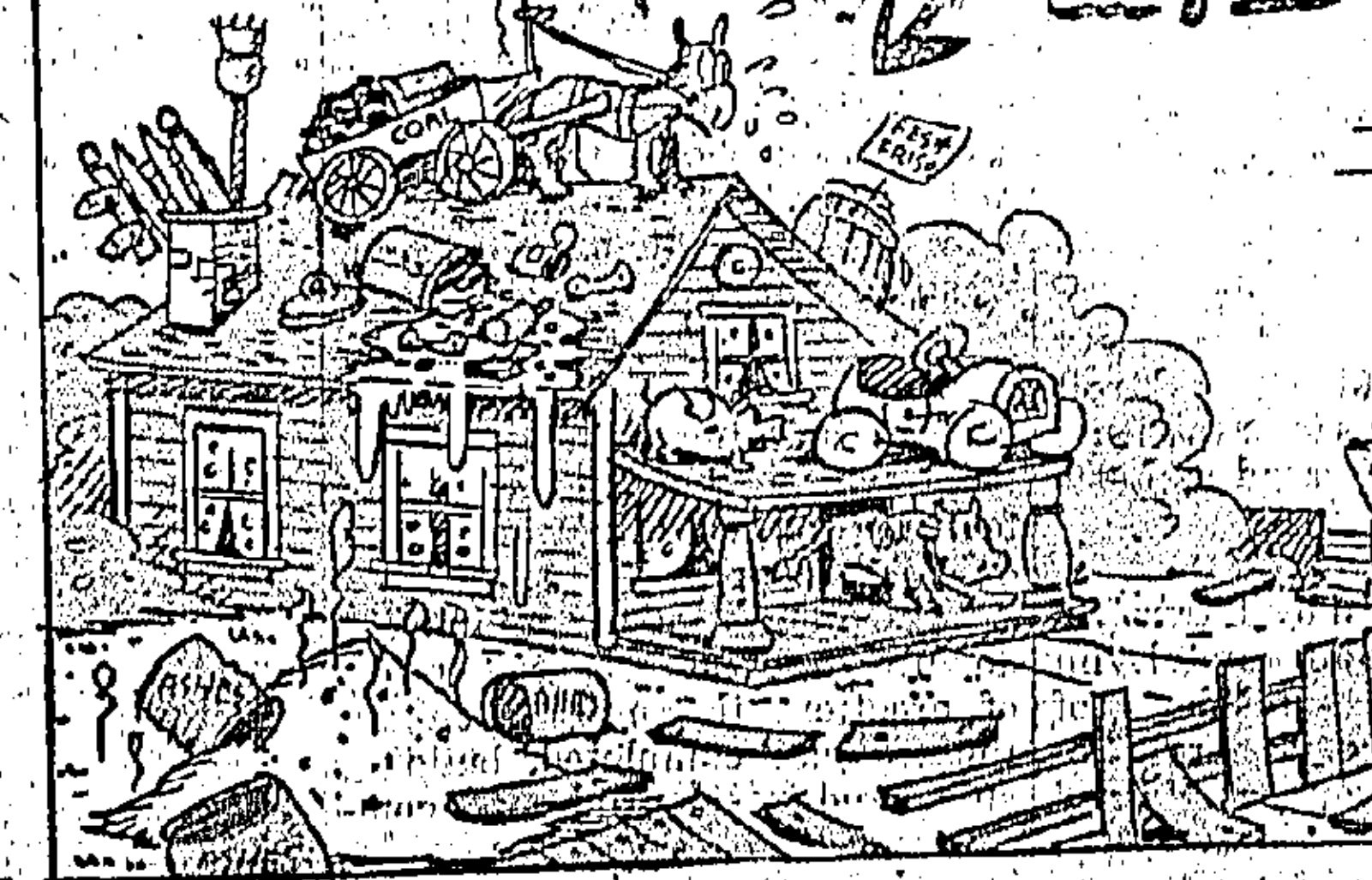
THERE'S DAVID GOLD'S GATE - OH BOY! - WONT HE HAVE A FIT?!



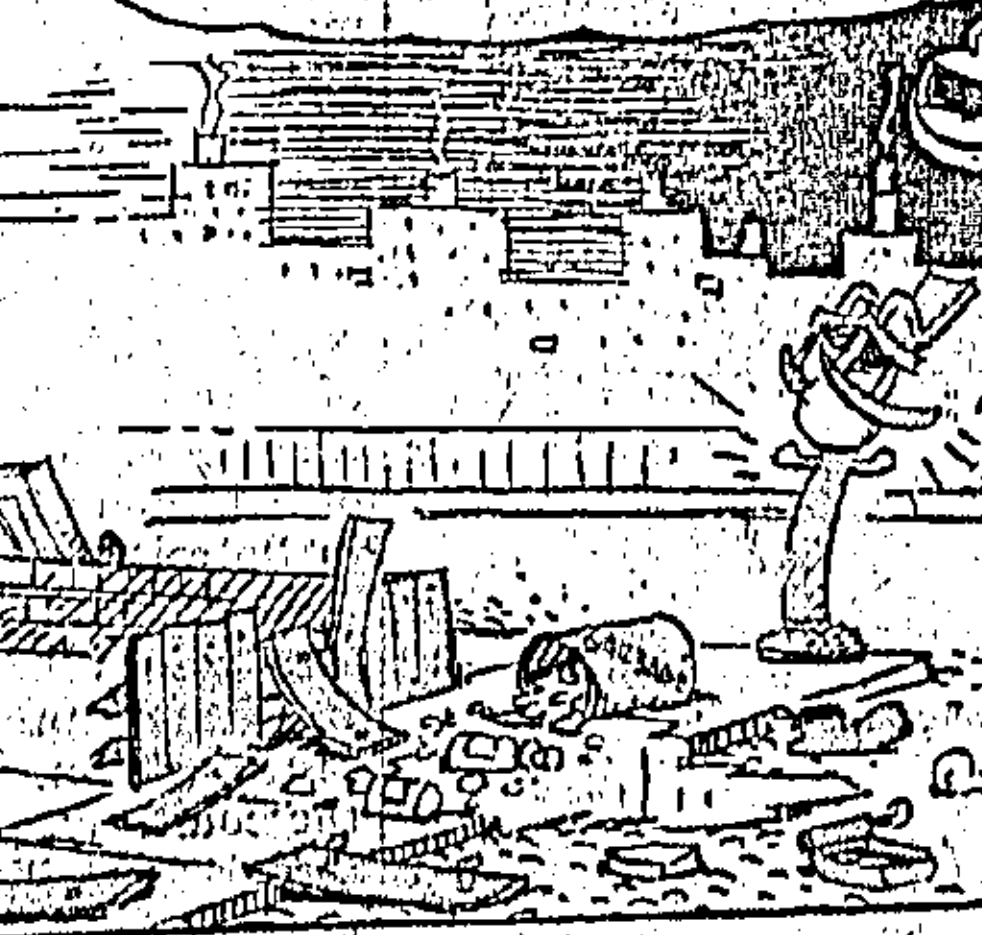
WELL - LET'S GO HOME SAM, - I NEVER HAD SO MUCH FUN IN MY LIFE - I WISH I WAS A KID AGAIN



THAT'S NOTHING FUNNY TO LAUGH AT - WRECKING PEOPLE'S PROPERTY, AND MAKING THINGS MISERABLE FOR THEM



WHAT TH - I - WHY THOSE DOGGONE KIDS - I'LL HAVE TH' LAW ON THEM - WRECKING PEOPLES HOUSES ETC - ETC - ETC



HO-HO-HO - HALLOWEEN IS FUNNIER THAN I THOUGHT IT WAS OH BOY - WHEE!!!!



ABSENCE OF CANTON OFFICIALS.

MANY ACTING APPOINTMENTS NOTIFIED.

TWO IN FOREIGN OFFICE.

During the absence of Messrs. Hsu Hsin, Sun Fo, T. V. Soong and Eugene Chen from Canton on their tour to the Front, the following members have been selected to look after the work of their departments:

Mr. Li Shing-yik, the Secretary to Mr. T. V. Soong, will act as substitute for Mr. Soong in the Ministry and Department of Finance, co-operating with Departmental Chiefs in both of the above organizations.

Mr. Wai Yuk, Director of the Canton Information Bureau, and Mr. Kao Yuen, Chief Secretary of the Ministry of Foreign Affairs, will act for Mr. Eugene Chen during his absence.

Mr. Hsu Chun-pah, Commissioner of Justice, has taken up the duties of Mr. Hsu Hsin in the Ministry of Justice.

In the Ministry of Communications, Mr. Lin Shing-hai, the Chief Secretary, is acting as substitute for Mr. Sun Fo.

The work in the Department of Reconstructions has been put in the charge of Mr. Ng Shang-yung, Secretary of the Department.

Mr. Chen Kim-yu, Chief of the General Affairs Department, and Mr. Lai Cho-kam, Secretary, have been made responsible for all affairs in the Municipality.

Mr. Li Chook-wing, the Director of the Yuet-han Railway, who accompanied Mr. Sun Fo, has left his duties in the charge of Mr. Ip Ka-huen, his Traffic Manager.

MR. WANG CHING-WAI.

TO RETURN TO SOUTHERN FOLD.

According to an official who has left Canton to join the other members of the reorganised Nationalist Government on their Northern tour, it appears that Mr. Wang Ching-wai has accepted an appointment and will rejoin the Southern service after an interval of almost a year. He is recuperating from his recent operation, and as soon as he is completely recovered, will leave Shanghai where he is now staying, to go directly to Wuchang.

The information is of particular interest in that it denotes at least the reconciliation and return of Mr. Wang to the southern fold, from which he was estranged by a party quarrel which also caused the departure from Canton of another prominent official in the person of the late Foreign Minister, Mr. C. C. Wu.

Mr. Wang Ching-wai was in active association in his younger days with the late Kuomintang Chief, Dr. Sun Yat-sen, and this association endured closely up to the time of the latter's death, when, occupying then the position of Chairman of the reorganised National Government, Mr. Wang carried on with the presidential work of the party until the growing power of General Chang Kai-shek completely dominated Southern politics, and led to the resignation of many "moderates" of the Kuomintang Party from the active administration of the Government.

Now that the Nationalist Government has realised the aims of its Commander-in-Chief, through military successes, it is believed that a policy of reconciliation with its estranged members will be entered into, and Mr. Wang's return is regarded as the first step in this direction.

In connection with the attack on an Indian military officer at Whitefield Barracks, a sepoy was formerly charged at the Kowloon Magistracy this morning and remanded in police custody.

It is advertised that the sixth extra Race Meeting will be held at Happy Valley on Saturday, November 27, at 2.30 p.m. Further particulars may be gleaned from the advertisement published in this issue.

TO-DAY

Dollar on demand 1/11 1/16
Lighting-up 5.30 p.m.

MIXED GRILL
& A Merry Miscellany
Ashley Sterne

I am jolly glad to see that the dance-experts have invented a new Charleston step which may be performed without giving an unenlightened onlooker the impression that he is witnessing a Cup Final. It hasn't come a moment too soon. I took my best girl but seven to the Selditz the other night, and was trundling her peacefully round the ballroom, doing no harm to anybody, when someone hacked me on the knee-cap. I turned to see who had done this monstrous thing when another someone kicked me on the other knee-cap, while a third someone behind me thrust a leg between mine and went off with the skin from both my ankles impaled on the heel of his shoe. When I demanded an explanation,



each merely said "Charleston," (as if that explained everything) just as one might say "Season!" at a railway barrier.

Hiding my partner under a seat, I went straight up to my first aggressor and bit him savagely in the stomach. "Charleston!" I said, and passed on. The second I throttled, and threw the body into the piano. "Charleston!" I murmured; and then I approached the third. Him I seized by both ears, flung him to the ground, and danced a Highland fling on his silly face. "Charleston!" I said, and rejoined my partner.

At the subsequent police-court proceeding against me for causing grievous bodily harm—"What do you plead?" asked the clerk. "Charleston," I replied. "Dismissed!" said the Magistrate.

I am afraid you will all be very cross with me, comrades, when I unfold to you the solution of my great "Mystery" story, a *preludes* of which I printed last week. For, of course, the explanation is so awfully obvious: when the villain left the heroine in the steel-bound strong-room he forgot to shut the door, and she just walked out. However, to compensate for any possible disappointment this solution may cause you, I shall slightly alter the conditions of the story in next week's "Mixed Grill," and I can confidently prophesy that the startling *Dénouement* will give satisfaction to everybody. I intend (if I can save up enough money) to offer a prize of a splendid second-hand steam-roller to the reader sending in the first correct solution.

A lady entered a fancy goods shop. "I want," she said, "one of those shilling photographs of Mr. Winston Churchill wearing a Homburg hat, like those you have in the window."

She tendered a florin, and the salesman handed her the required photograph, sixpence and four pennies.

"But you have only given me tenpence change," she protested. "That is quite right, madam," said the salesman. "Twopence amusement-tax."

CORRESPONDENCE.

Do Halibuts Make Good Husbands?

Sir,—It much regrettable me that I unacquaint with your English speechness, which I am impossible something of your halibuts' husbands' habits to say. I make botanics better; not piscatorial. As an instance, for some examples, are you aware vegetable marrow make very false godmothers, *hein?*

Yet it was veracious, isn't it. Hoping that this finds itself as you leaves me.—Yours very nicely thanks, Linnaeus Leberwurst (Schonkelbrod).

Sir,—Possibly you may remember me: I am the little girl, aged five, who contributed to your previous discussion. "Should Plumbers Perspire?" I am still only five, but, as Mum says, I have an

The loan of twenty-five million dollars in America to the House of Stinnes means that Hugo Stinnes, junior, is now free of all debts to the German banks, and can begin to build up a business again. This will be in con on the original plan of that which laid the foundations

old head on young shoulders, and I just want to say that nearly all your correspondence are arguing the present question empirically when I hold that it should be approached synthetically, as should every problem in metaknosticism. —Yours affectionately Lucy Timmins (aged 5).

Sir,—I am desired by the Minister of Agriculture and Fisheries to draw your attention to the fact that any public reference to the habits of halibuts made within the Three-Mile Limit, as defined by international law, was expressly prohibited by the Halibut, Hake, Herring and Haddock Protection Act, of 1897, vide Clause 129, Sub-Clause 258, Section 483, Sub-section 165, Paragraph 324(g), Sub-Paragraph 499(d). In the circles, the Minister, while fully recognising the great value to science of the correspondence you have started regrets that he is reluctantly compelled to declare the discussion ended.—Your very civil servant, Abel Coddier (Office Caretaker).

Never mind! We'll get through the silly season somehow!

A man yesterday spent the entire morning, slowly walking round the Mint with his eyes fixed to the ground. It is thought that he was a tourist from Aberdeen.

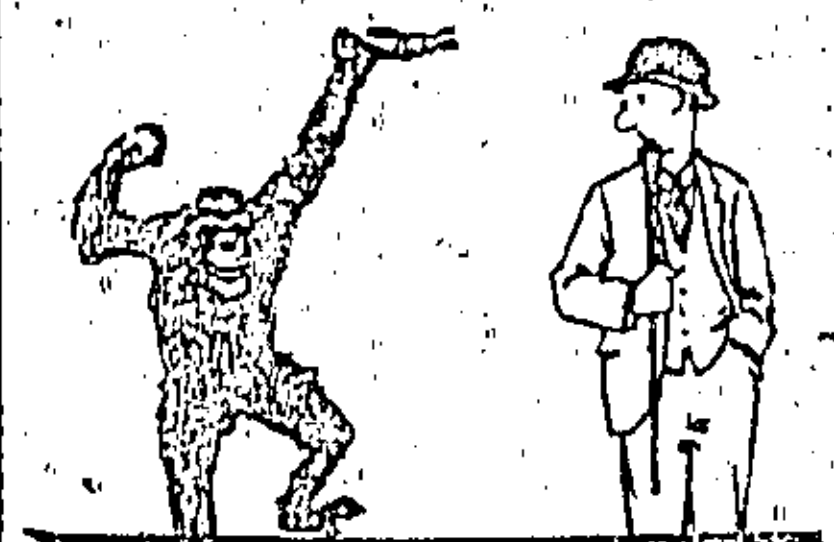
SILLY SEASON LOVE LYRICS.

Sweet Celia, pray forgive these flowing tears,
Which burst from eyes unused to Beauty's glare;
For in your face each subtle charm appears,
Each winsome wile of yours is mirrored there,
How can I gaze upon you all unmoved,
When you're the only girl I can adore,
When you're the only girl I've ever loved—
Unless you count the girls I've loved before?

You are the shrine whereon my soul has burned
All through the dismal days of loneliness,
You're the ideal for which my heart has yearned
Each hour since first I saw you (more or less).
Heart-whole, sweet Celia, at your feet I lie;
My life has owned no love save only you;
Unless you count Cis, Bess, Rose, Kate, Ruth, Vie,
John, Nell, Maud, May, Lil, Meg, Flo, Gertrude and Sue.

Then Celia, take this pure, unsullied love,
Of mine, and hold it ever in your heart!
For by the blessed sun that shines above,
Never from your side can I endure to part.
Treasure it well through days of joy and pain,
Guard it as you would guard your very life;
Ne'er such a love as mine can come again;
The only thing is—How'll I tell my wife?

According to the theory of Professor Westenhoefer, which he recently propounded before a congress of anthropologists at Salzburg, man has not sprung from the monkey, but the monkey from man. Some folks appear to be terribly shocked at the news, since it would seem that the monkey therefore occupies a higher place in the scale of creation than we do. Well, I don't care a tiny, hard, sour, green apple whether I'm descended from



a monkey or the monkey from man. Whatever the answer is, it won't end the Coal Strike or bring down the Income-Tax. All the same, whenever I observe that old fool, Professor Barmion Crumppett, rumbling around, I find it quite easy to believe that the human race originally sprang from the marriage of Balaam's ass with the goose that wanted to become a swan.

of the great fortune left by his father, and lost the sons through the deflation in Germany. To the excellent management of an old friend of the family, Herr Wittkoff, his present quite comfortable fortune, which has surprised the Germans, is due.

DAIRY FARM NEWS

For the week-end dessert

Try our

ORANGE BLOSSOM AUFAIT

in pint and quart bricks

The Dairy Farm, Ice & Cold Storage Co., Ltd.

DINNER DANCE

TO-NIGHT

November 20th

Special Menu \$2.50

LANE, CRAWFORD'S RESTAURANT.



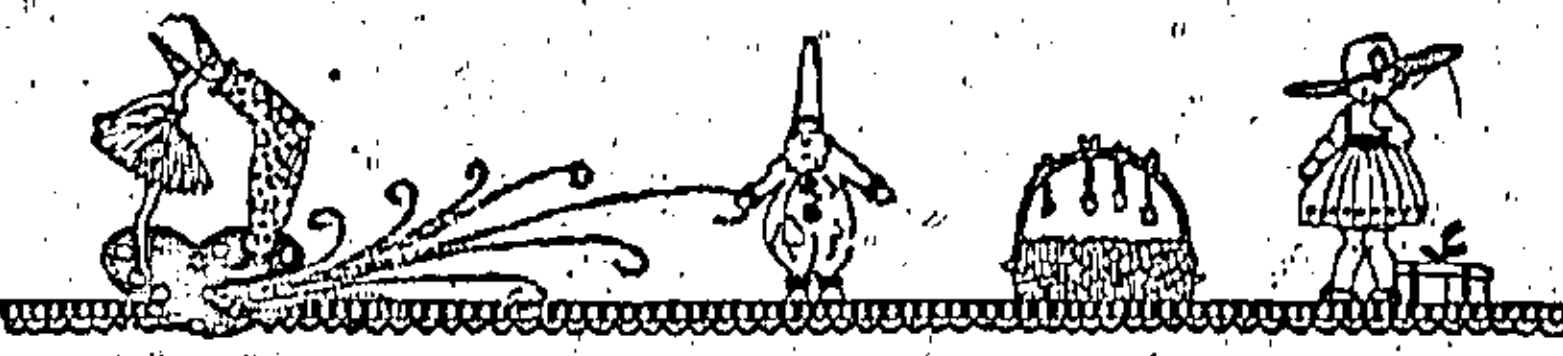
May We Teach You These Fascinating Arts?

COSTUME MAKING ROPE WEAVING
SEALING WAX ART FLOWER MAKING
STENCILLING BATIK WORK

You are cordially invited to be a guest of our Dennison Department.

An expert will teach you without charge the making of paper costumes, favors and decorations—the new sealing wax art—the weaving of paper rope—and flower making. Instructions are free.

DER A. WING & CO., (1923) LTD.
60, DES VOEUX ROAD, CENTRAL.



When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD (NEXT TO WHITEWAY'S) TEL. CENTRAL 492.

DINNER DANCES

If you MUST dance during Dinner, at least ensure that your *Aperitif* contains

ANGOSTURA BITTERS

thus safeguarding an otherwise impaired digestion.



HONG PENG FRACAS.

SHIP REPORTED TO BE QUITE SAFE.

Further messages were received yesterday from the Hong Peng, bound from Singapore to Hongkong, and these indicated that the vessel is in no danger.

It has been ascertained that the disturbance on board was due to a deck passenger running amok, and in the fracas that ensued, 15 of his compatriots were wounded, none of whom are seriously hurt. According to latest advices, the Hong Peng will arrive to-morrow at daylight.



THE MOST CONVENIENT FURNISHING ESTABLISHMENT IN HONGKONG.

TRUE IRISH LINEN

BLEACHED BY THE SUN

TABLE LINEN

in many pleasing designs with napkins to match.

CRYSTAL, FLOWER GLASS TUBES

in a Variety of Shapes and Sizes

— and —

EVERYTHING FOR THE DINING TABLE.

ASAHI BEER

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export.

Sole Agents:—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheycla"
Oil Varnish Stains

IN

Oaks—Walnut

Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone. Always reliable, never sticky. Non-poisonous and Durable.

AGENTS—

S. C. LAY & CO.

Alexandra Building. Telephone C.763.

Wilkinson, Heywood & Clark

SHANGHAI. HONGKONG.

For Grocery, Vegetables, Meats.

Try the Kwong Lee Store where you will find absolutely reliable quality, good service and lowest prices.

We make a point of studying every one's personal requirements and shall welcome the opportunity to study yours.

KWONG LEE STORE

ADDRESS—No. 5 Queen Victoria Street.
(Eastern side of Central Market)

TEL. C. 798.

TEL. C. 798.

DAIRY FARM NEWS

Fall in

price of

Poultry

Canadian and Local Chickens,
Pullets and Capons.

Now 70 cents per lb., dead weight.

The Dairy Farm Ice & Cold Storage Co., Ltd.

CAFE RESTAURANT PARISIEN

BIG CHANGE OF PROGRAMME
TO-NIGHT

EXTRAORDINARY NEW ATTRACTION

By
YOUR YORLOS

SPECIAL DINNER DANCING



DINNERS \$3.00

Non-diners \$1.00 admission

THE PUBLIC OF HONGKONG WILL REJOICE TO SEE
DURING THEIR MEAL HOURS THE CELEBRATED
DANCERS.

COME AND SEE THEM!!

THE INTERNATIONAL DRY CLEANING & DYEING CO.
19, Wyndham St., Hongkong. — 36, Nathan Road, Kowloon.

THE COAL STRIKE.

DELEGATES CONFERENCE
MEETING.

Rugby, Nov. 19.
The miners' Delegates Conference is meeting to-day to decide the future procedure following the rejection by the district associations of its recommendation to accept the Government's settlement scheme. It is suggested the conference may either instruct the districts to begin local negotiations and report results to a further conference, or order an individual ballot of miners.

An agreement to last five years has been reached between the Nottinghamshire coalowners and a group of delegates representing 40,000 of 60,000 miners in that coalfield who followed the lead of Mr. Spencer, the miners' Member of Parliament, and head of the local association, who was recently expelled from the Miners' Federation for repudiating its policy.

The newspapers state that a number of prominent Labour leaders intend to initiate a fresh industrial peace movement. The *Daily News* says these leaders hold the view that "the industrial events of the present year provide a particularly appropriate opportunity of strikes and driving home the advantages of constitutional and conciliatory methods." Some of the causes of industrial trouble, it is pointed out, are directly traceable to the competition of inferior labour standards abroad and can be dealt with effectively only by legislation. Others call for the establishment of better relations with employers by the provision of improved machinery of conciliation. — *British Wireless*.

Official Figures of Voting.

London, Nov. 19.
The official figures of the miners' district voting give 461,000 against and 313,000 in favour of acceptance of the Government terms. — *Reuter*.

CHINA'S WAR.

RUSSIAN LEADER RECRUITING
IN SHANGHAI.

Shanghai, Nov. 19.
It is reported that during recent discussions between Marshal Chang Tso-lin and General Chang Tsung-chang the latter stated that he would come South only if Marshal Sun Chuan-fang surrendered him the provinces of Kiangsu and Anhui.

It is now stated that Fengtien troops are being despatched to Anking, as mentioned yesterday, which is most likely to be used as the base of attack against the Southerners.

Marshal Sun Chang-fang has not announced his attitude as regards the despatch of Fengtien troops to his province. He is still making preparations to attack Kiukiang.

Ataman Semchenoff, the well-known White Russian leader, has arrived in Shanghai and is stated to be endeavouring to obtain a commission to recruit a detachment of Russians for Sun Chuan-fang's Army. — *Reuter*.

BAD TIMES AHEAD.

SIR RONALD MACLEAY'S
PARTING WORDS.

Peking, Nov. 19.
Making a speech at an Anglo-American Association tiffin, at which he was the guest of honour in view of his approaching departure, Sir Ronald Macleay, in a momentary reference to the current problems of China, expressed the opinion that bad times were ahead, and urged Britons and Americans in facing the surging wave of Chinese nationalism to remember their common interest and stand shoulder to shoulder.

The American Minister, Mr. MacMurray, in wishing goodspeed to Sir Ronald Macleay on behalf of the gathering, hoped that in his new post Sir Ronald would have success and the satisfaction of the appreciation to which they all felt he was entitled. — *Reuter*.

JAVA RISING.

ESCAPE TO SUMATRA
PREVENTED.

Batavia, Nov. 19.
All is quiet in West Java, but in Bantam there have been minor skirmishes between police and insurgents.

A gunboat is cruising in Soenda Strait for the purpose of preventing the escape of the leaders of the revolt to Sumatra.

It is reported from Soerakarta that forty armed men attacked an inland police station at midnight but were repulsed. — *Reuter*.

SUZANNE LENGLEN.

ANOTHER INSTANCE OF
TEMPERAMENT.

Chicago, Nov. 19.
Suzanne Lenglen's famous temperament, which her manager, Pyle, told her to leave behind in Europe, manifested itself to-night when the champion chased a press photographer off the courts where she is appearing here.

The tennis queen submitted to three flashlight photographs, then told the photographers "that would be plenty." One lingered, however, in the hope of getting an action pose. Suzanne's eyes flashed as she told him to get out, saying the glare blinded her.

When an official approached to remove the offender a heated argument developed, ending in an exchange of several blows before the cameraman was ejected.

Suzanne was so un-nerved by the spectacle that she lost four straight games to Mary Browne, though she rallied in time to win the set at 7-5. Mary Browne received a hundred dollar bonus, which Pyle promised if she won four straight games from the world champion. — *Reuter's American Service*.

CORRESPONDENCE.

RECOGNITION.

[To the Editor of the Hongkong
Telegraph.]

Sir.—The defence of the S.A. Sunning surely deserves some public recognition. If such action as that of the officers of the "Sunning" were the rule and not the exception, piracy would not pay and would soon cease. But those who take such action and "resist to the uttermost" incur great risk and should surely receive some recognition for the risk they incur. With this in view I have forwarded a Cheque for \$50 to Messrs. Butterfield and Swire to start a fund which they may distribute as they think fit among those who so ably defended the ship entrusted to their charge.—Yours, etc.,
A. B.

Hongkong, November 19, 1926.

SINO-BELGIAN TREATY.

CHINESE STRESS ON
EQUALITY.

Peking, Nov. 19.
The Foreign Office in a memorandum to the Belgian Legation, given out this evening, states that the submission of article 46 of the Sino-Belgian Treaty to the International Court at the Hague would stress Belgium's desire to maintain inequality.

No nation can allow the question of equality to become the subject of a judicial enquiry. If an appeal be made to an international tribunal it should be the Assembly of the League of Nations; by virtue of the covenant which deals with treaties which have become inapplicable, but if Belgium desires to promote the common interests of the two nations she should proceed with the negotiations and conclude a new treaty based on equality. — *Reuter*.

EUROPE AND THE FAR
EAST.A THROUGH PASSENGER
ROUTE.

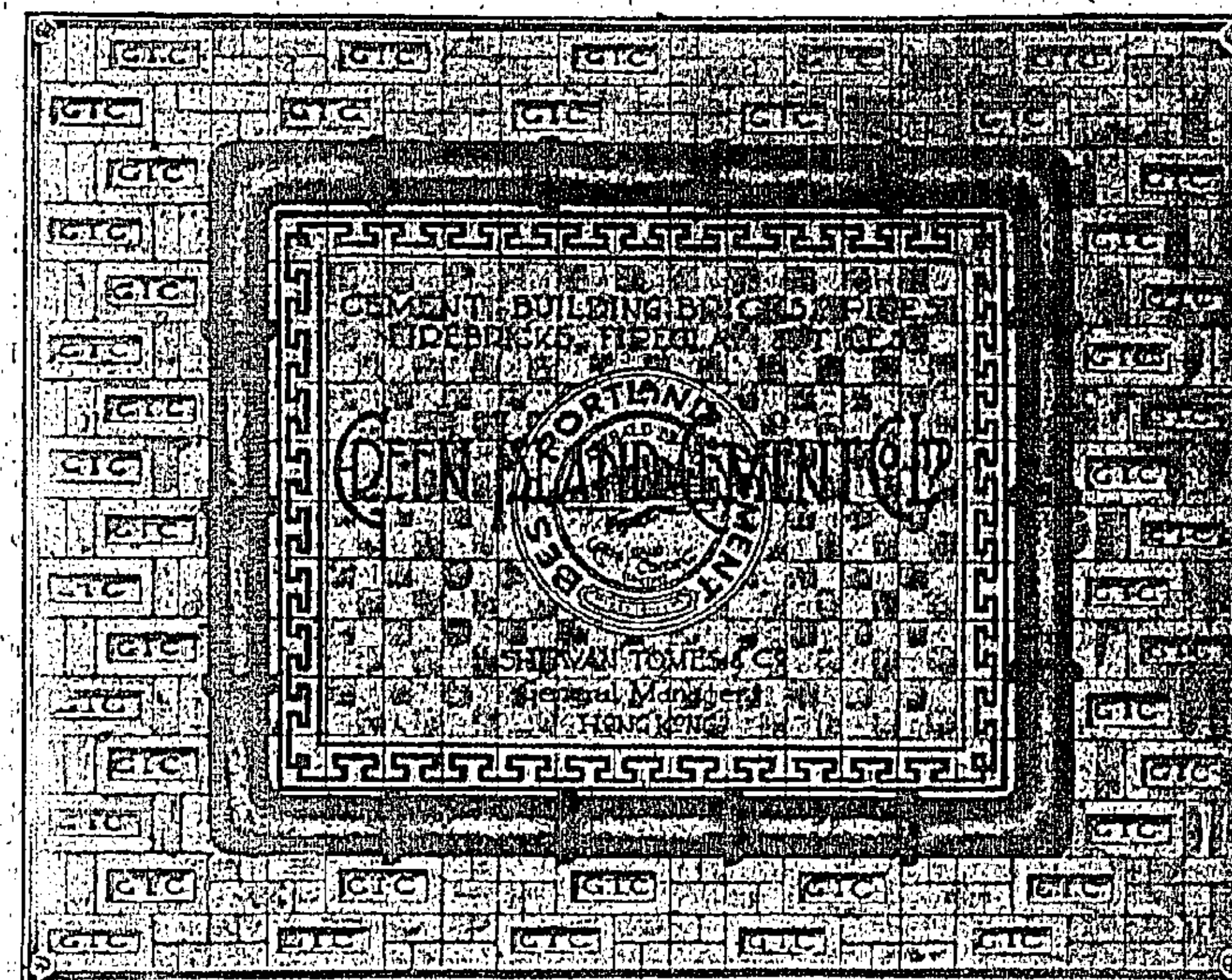
Berlin, Nov. 19.
The international Far East traffic conference has concluded its deliberations. It has unanimously agreed to a scheme for the establishment of a through route between West Europe and the Far East. If the competent authorities of the countries concerned approve the scheme, through passenger route, with through registration of luggage, is expected to be opened on May 15. As an example of the fares to be charged a second class fare from Berlin to Tokio will cost about £32. — *Reuter*.



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CONVICTS' ON HONOUR. CALIFORNIA SYSTEM PROVES SUCCESSFUL

A 50 per cent. decrease in the number of guards, more kindness shown by those remaining and fewer attempts to escape, sum up the success of California's prison road camps, says Ben H. Milliken, superintendent in reporting three years experience with the plan of prisoner employment.

This system was devised by Julian Alco, now member of the State Prison Board who wrote the bill and which the Legislature passed without amendment. The intent of the law is to build men and roads at the same time with a gain both for the individual and for society.

It allows to every honour prisoner assigned from the two penitentiaries, a wage, not to exceed \$2.50 per day, expenses for food, clothing, transportation and overhead deductible. The prisoner is thereby enabled to save a maximum of 75 cents per day, two-thirds of which may be allotted to dependents and the remainder given to the man upon release instead of the usual \$5 gratuity. The cost to the State is nothing and thousands of dollars have been earned and saved by prisoners as well as by the State. One day at the camp counts for two days in prison. The incentive to make good is common talk among the men in the camps.

Escapes Have Decreased.

How well the plan has succeeded is indicated by Mr. Milliken in his summary ending the three-year period. The 50 per cent. reduction of guards has been matched by a proportionate decrease in the number of escaping convicts.

Under the old system 12 guards were employed in the three prison road camps. In the past 10 months, with the number of guards reduced to six, the net loss was three prisoners as compared with six for the previous 10 months.

"This relation of reduced surveillance to attempts to escape is becoming definitely established as an axiom of prisoner management," says Mr. Milliken. "The assumption that prisoners in our road camps would escape if given half a chance is too prevalent. And yet we have no barbed-wire entanglements, fences nor armed pickets. If a prisoner really wanted to run away, he could."

Contract Of Honour.

"The fact is, however, that his presence in a road camp is due to a contract which he has made with the State. It is a contract of honour in which he is made to appreciate the difference between kindness, outdoor life and food and the ordinary routine of prison life. He begins to see clearly that the State is on his side, that his detention is not punitive in purpose but corrective, and that good conduct has its reward."

"The plan has been a great help to the labour situation, and all of the Labour leaders realise the protection it offers." In many of the eastern penitentiaries machinery has been installed and work carried on that has seriously interfered with free labour, such as the manufacture of shirts, shoes, overalls, blankets, whereas the plan that the Highway Commission is working eliminates the necessity of skilled competitive manufacturing in the prisons and at the same time is meeting the need by putting these men in remote sections where free labour is not interested going.

SAVING THEIR FACES.

WOMEN WHO USE THE EGG-MASQUE.

Beauty may be only skin-deep—but it may require a lot of nursing; and, according to the experts, many queer mixtures are used nowadays to preserve it. The latest beautifier (as the Paris Correspondent of the *Daily News* reports), is mayonnaise sauce. So far, however, there is no knowledge on this side of the Channel of the use of this particular treatment.

"The nearest approach to mayonnaise sauce which is used over here is what we call the egg-masque, which is made of egg and oil, and looks rather like mayonnaise," said a Bond-street specialist to a *Daily News* reporter.

"Egg is excellent for the skin—the yolk for nourishing and the white for whitening."

"Milk and cream are also good for the complexion, having a softening effect."

"Glycerine is used for softening but is apt to make the skin red."

Other specifics which, according to the same authority, are used to-day are: Clear honey, diluted with water or with milk, so that it is not sticky.

Lemon juice, which is effective for whitening the skin.

White clay, plastered on, and left for ten minutes, half an hour, or even an hour, which is good for oily skins.

Cucumber juice and olive oil. Ice, and Mud.

Oatmeal is not much used now because it is heating; almost any oil is considered to be better.

Some women in seeking to take care of their complexions are following Bernard Shaw's example, and giving up the use of soap for their faces.

Send the Coupon for 10-Day Test



Gloriously Clear Teeth

Why you may already have them—and yet not realize it

Make this unique test. Find out what beauty is beneath the dingy film that clouds your teeth

Do you seriously want dazzlingly clear teeth?—teeth that add immeasurably to your personality and attractiveness? You can have them if you wish. That's been proved times without number. But not by continuing with old methods of cleansing and of brushing.

How to gain them—quickly

There's a film on your teeth. Run your tongue across your teeth and you can feel it. Beneath it are the pretty teeth you envy in others. Ordinary methods won't successfully remove it.

That is why this test is offered. For when you remove that film, you'll be surprised at what you find. You may actually have beautiful teeth already—and yet not realize it. Find out!

What that film is

Most tooth troubles now are traced to film. It clings to teeth, gets into crevices and stays. Germs by the millions breed in it. And they, with tartar, are the chief cause of pyorrhea and decay.

That film, too, absorbs stains... stains from food, from smoking,

from various causes. And that is why your teeth look "off color."

New methods now remove it

Old-time dentifrices could not successfully fight that film. So most people had dingy teeth. And tooth troubles increased alarmingly.

New new methods have been found. And embodied in a new type tooth paste called Pepsodent. It acts to curdle the film, then harmlessly to remove it. No soap, no chalk, no harsh grit dangerous to enamel.

It proves the folly of ugly teeth. It gives better protection against pyorrhea, of tooth troubles both in adults and in children.

Ten days' use will prove its benefits. And that 10 days is offered to you as a test. Why not make it then—have prettier teeth, whiter teeth? Send the coupon now.

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Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combant which contains harsh grit.

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WOMAN'S WORLD



CROQUETTES



Nile green velvet and gros grain ribbon compose this charming little new season's hat.

YOUR CROWNING BEAUTY.

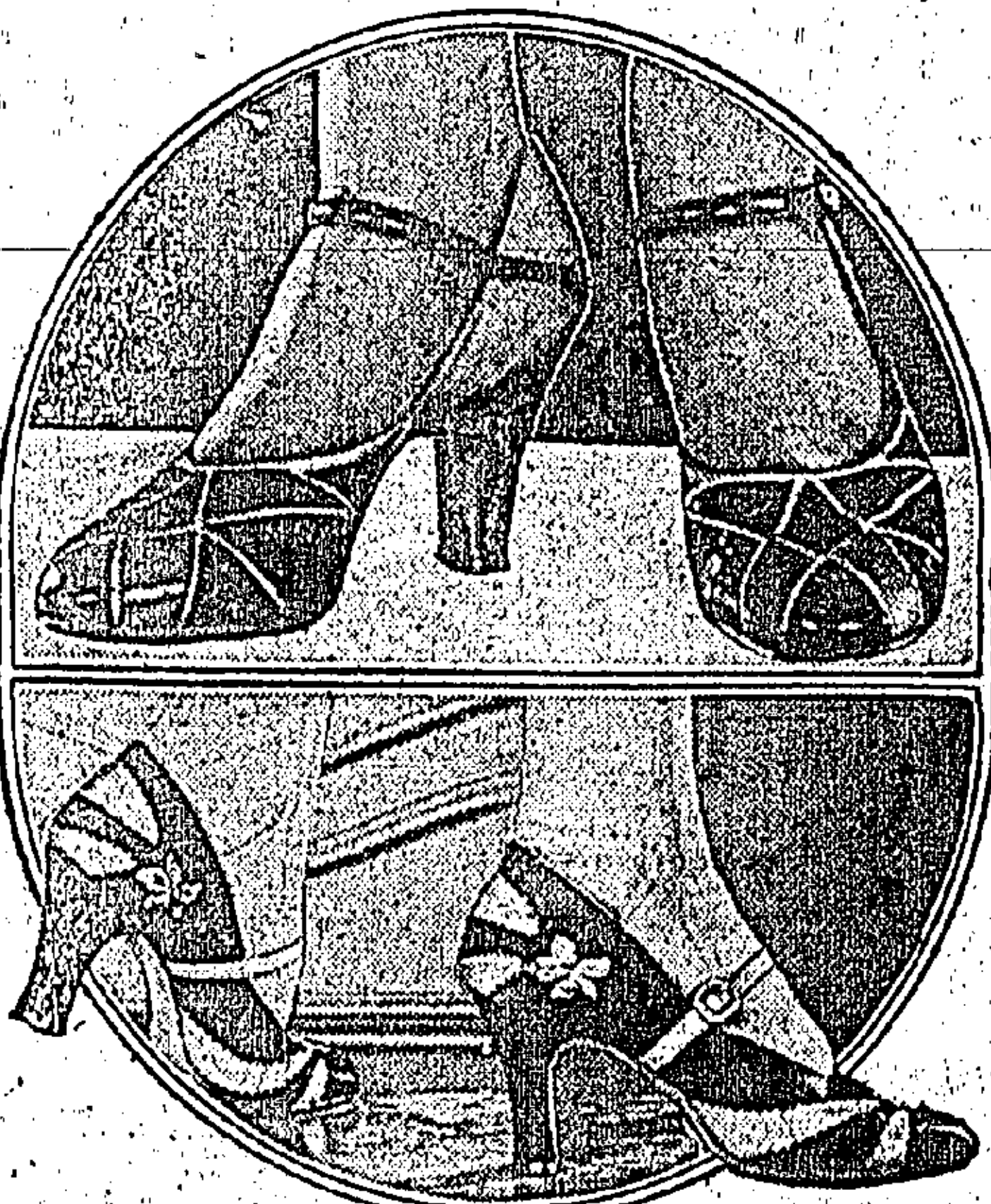
Whether you are bobbed, shingled, Eton-cropped or still hesitating to take the plunge which shall part you from your "shining tresses," your hair still remains your crowning glory, and as such deserves more care and attention than the average woman, especially the short-haired woman, bestows upon hers.

For in these days of bobs and shingles far less attention is paid to the hair by the individual than was the case before. They were fashionable. Visits to the hairdressers are far more frequent, for trimming is essential to smartness, but it is not upon these visits, no matter how frequent, that the beauty of the hair depends. Whether it is thick and glossy, with a pretty natural "kink" or not, is determined by the care given to it night and morning, by careful shampooing and drying and the occasional use of a stimulating tonic.

The Importance of Shampoos.
Once every ten days is often enough for a shampoo, whether the hair be long or short, but it requires a thorough cleansing every night, especially in the case of the woman who lives in a town or who motors a great deal. Dust is the greatest enemy to the beauty of the hair. It clogs the scalp, weakens the growth, destroys the gloss, and darkens the colour of fair or golden hair if it is not removed every night before sleep.

Brushing, which was once greatly advocated for cleansing the hair, is not nearly as effective, especially in the case of short hair, as combing. Comb the hair every night for at least five minutes, combing from the nape upwards, as well as from the forehead over the head. Comb, and comb again, then take a towel, slightly warm if possible, choosing one of linen huckaback, and rub the hair and scalp well. You will be surprised at the dust that will be removed. Then, if you wish to induce a natural kink, shake a tail comb out in warm water and comb the hair lightly through. Slip on a shingle cap, or twist a piece of large meshed veiling over the head, securing it at the nape of the neck with a hairpin, and pinch the hair into large waves.

To Obtain A Gloss.
A few drops of brilliantine, applied with a pad of silk, and thoroughly combed into the hair will give a gloss to dull and faded-looking hair. The fair or golden-haired woman should choose a golden, and those with auburn hair or shades of chestnut brown a henna brilliantine. These special shades are very beneficial, especially in the case of premature greyness, which they, often disguise most successfully.



Shoes are important among the accessories of dress. Blacked kid afternoon shoes are shown at top; below is a white pair of soft evening pumps.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, Oct. 21st.

Since I started writing to you, I have been tremendously spurred on by the number of letters. I have received confirming my impressions and remarks about Women v. Women's Pages. You will notice that I do not say "Women And Women's Pages." I use the "v" deliberately, because that is how they have always affected me.

Vanity Street.

Margaretta has been "doing" the dress shows in the West End, and the possession of coveted cards enabling her to enter the sacred portals has made her somewhat "superior." When I meekly asked, a few days ago, "What are we going to give them this week?" she replied: "I don't know until I've been round the shows!" This was all very well for her, because she possesses the artistic temperament which takes no notice of posts or trains. However, the sketch has arrived, and it is a jumper of rosewood stockinette with pleated frills edging the collar, cuffs and pockets. These frills are of crepe de chine, as also is the skirt; and a very delightful combination I am assured they make. Our old friend the snake enters again into the scheme. I would like to remark that the predominance of the snake in our pages is not by way of giving the "Woman's Page" touch, but is entirely accidental. This time we have a snake-skin belt to complete the toilette. Margaretta drew my attention to the initialled tie.

Madeline draws our attention to the new high crowns which are to be so popular this season. The *chapeau* here illustrated is composed of velvet and gros grain ribbon—Nile green in this instance; but of course adaptable according to your requirements. I suppose it would be very bad business for me to interpolate the information that last Friday I bought a lovely hat with a high crown, and that last Saturday I presented it to my great-aunt. By the following Monday, when I saw other women looking very chic and pretty in high crowned hats, I began to regret my generosity. The fact is, I think high crowns want getting used to; so when you have bought a hat like the one in the sketch, hang on to it, and harden your heart against relations who suggest that it might suit them better!

I am also giving you a little sketch of an umbrella which has a distinctly cheerful note, inasmuch as its handle is the head of a Dutch doll. The gauntlet gloves are a popular fashion, and will doubtless remain during the reign of the heavy loose coats which this season will necessitate. They are so much more attractive than the tight six-button variety which we used to manipulate with cheneled teeth until they burst. The tempting array of bangles at the top of the sketch is by no means an exaggeration, for at every night-club and restaurant you hear the jingle of a thousand of them. Sometimes when you catch sight of a long, slender arm, you think the whole thousand must be there; but it is generally not more than a score or so! They are fashioned principally of enamel in all shades and shapes, and the price is not too prohibitive.

If you prefer diamonds and sapphires, there's nothing to stop you.

Is That So?

This month's theatrical sensation is going to be the revival of "Romance," the play in which Miss Doris Keane appeared in London

for over a thousand performances, and in which she created the part of Cavallini, the song-bird.

So at the end of this month, all-time theatre-goers will revive pleasant memories, and newcomers will flock to the playhouse to see the great play for the first time.

Owen Nares, just returned from his very successful South-African tour, will take up his original role also; so that the production will be a most interesting event from every point of view.

The Street of Adventures.

Of course you expect me to refer you to the new H. G. Wells' book—"William Clissold"—and I do refer you to it, most heartily; but review it, I will not! But "William Clissold" must be read—and will be read—by everyone, even those who pretend that they think he is the "last word," and agree with him desperately in their heart of hearts. "Lord Raingo," Arnold Bennett's new novel, is more within my capacity. It is a blend of politics and romance. Those who like one will skip the other, and vice versa, and each will be satisfied; I should imagine. Having a strong partiality for both myself, I strongly recommend "Lord Raingo" as a book for you to buy at once. The beauty of the two writers with whose work I have dealt this week is that whatever they choose to write about, one knows for certain that their books will be interesting—and to a certain extent instructive; although there are even at the present time so many people who mistrust the combination!



Tulle, shading from yellow to deep orange, makes this frock with ruffled skirt.



A happy combination of velvet and chiffon. The skirt is banded in velvet ribbon.

FASHIONS, FADS AND FANCIES.

Evening bags for vanities are made in the shape of roses. This is not a new trick, but it is persistent. One of the most effective of these little bags is made of ivory-white satin, and each rose leaf is tipped with a devilled rhinestone.

Aids to Slimness.

Wrap over petticoats are the latest idea for the preservation of the "slinky" line. The skirt, which is attached to a long-waisted bodice, hangs in two pieces, which are wrapped over at each side. For evening wear there are silky confections, with plicated edges, and tops made entirely of tightly-fitting lace, which take the place of a brassiere. Another useful "hyphenated" garment is the camiknicker-corset, made of thick crepe-de-chine, which is laced both sides of the figure, from the armpits to below the hips. And for wear with chiffon frocks, there are fluffy dance knickers of the same material as the dress; so frilly are they that an extra underslip is necessary.

A Lilliputian Puff.

An elegant young dancer at a smart ball the other evening used a pretty bag-puff which received a good deal of admiration. This consisted of a silk hankie, and instead of a swansdown puff sewn in the centre, a small purse, complete with an oxidised handle, had been fitted. Inside this bag, powder, puff, and the rest of the beauty aids were secreted. This was a secure, but unusual, way of holding one's dance necessities.

The Correct Handky.

Handkerchiefs are such important dress-items, that it is now essential to use appropriate hand-

kerchiefs with each toilette. Fluffy dresses, "coloured" chiffon handkerchiefs are considered correct. At recent garden parties, the handkerchief often proved to be a square of the dress material itself, neatly picot-edged. Printed foulard handkerchiefs "go" with golfing suits and also make appropriate knotted scarves. Then, with the tailored costume, an austere white linen handkerchief, embroidered with a monogram or a conventional floral motif, looks very chic.

Doubly Delightful.

The linings of coats are just as beautiful, and just as costly, as ever they were. It has been said that one of the leading actresses in town was so enamoured with the lining that had been put into one of her ultra-smart stage coats, that she insisted upon wearing it inside out. Indeed, that very often seems the only way of doing justice to the enchanting lining.

More Monocles.

The fashion for wearing a monocle on certain auspicious occasions is now, apparently, quite firmly established among certain smart women. One cannot deny that the monocle lends distinction to one's chic toilette, but it is rumoured, the oculist is more often responsible for the monocle's appearance than is generally supposed. So, when admiring one of the new monocles which is made with a platinum setting, richly studded with jewels, it may be that the wearer is using it because she is affected in one eye.

SIMPLER EVENING FROCKS.

A FASCINATING DISPLAY.

Evening frocks are not so overwhelmingly elaborate as they were last autumn. Frills and fringes rival beads and sequins as trimmings, but do not usually appear on the same gown. Indeed, the typical fringed frock for a young girl appears to be one which has a perfectly plain bodice of georgette or crepe de Chine and a skirt either made of or covered with fringe. Sometimes, of course, the fringe floats with a cape-like effect from the shoulders, or may fall forward over the bodice.

Shaded fringe was a feature of some of the dance frocks shown at a recent dress display at the Hotel Cecil when there was dancing between the mannequin parades. Shaded feather trimming is also still used; a puce pink frock was thus adorned, though not at all flamboyantly, down the left side, the ostrich "tips" being in blue and puce.

A beautiful frock of gold and brown lace had a foundation of rose pink, which was allowed to show rather more vividly at the waist. An ideal frock for a first dance was of pure white with a diamante-studded lattice-work top and a skirt of silk fringe. Pink and blue are used together, and so are red and beige, black and white, black and orange.

Banded georgette, romaine and chiffon are equally fashionable, and rose, mauve and flame shades are favoured by the younger generation. Velvet in black and in wine shades makes dinner gowns of charming dignity. A dinner dress of black velvet and gold lace had a gold lace coat.

Black chiffon velvet frocks, often of the very simplest cut, with square neck and a straight line, are most successfully worn by the very fair. Velvet is, of course, employed in a great variety of ways, and velvet broadened nines is extremely fashionable.

A new material which suggests a very fine and delicate silk croch is used for making evening frocks, and with these frocks are worn shawls made of the same delightful fabric. A charming two-piece of this sort was in silver grey.



Jumper suit of rosewood stockinette with pleated frills and skirt of crepe de chine.

THIS WEEK'S RECIPE.

AN EASILY-MADE SAVOURY.

Mix any good potted meat, veal, chicken, beef, or game, with enough cream to make it rather soft; season if necessary. Spread plain water or cracker biscuits thickly with the mixture, and sprinkle with chopped nuts of any kind.

If preferred, chopped olives may be used in place of nuts.

NEW SCARF FASHION.

HANDKERCHIEF BELOW WAIST.

Women are getting out the big, brightly coloured silk handkerchief scarves which were so popular a year or so ago, and are tying them about the hips of their new autumn house dresses.

Provided that a woman is slenderly shaped, this little vagary of fashion is a quite attractive one, but the scarf worn thus by the wrong woman speedily becomes an illustrated tragedy of fashion. The new position for the handkerchief scarf is partly consequent upon the efforts of certain leading designers again to revive the normal waist-line. Some autumn frocks in rep and gabardine are made very plainly but with a distinct "shaping in" to the old pre-war feminine waist-line.

Such a frock in soft green cloth was finished with a big silk handkerchief scarf of shades of green and gold set well and tied just below the waist.

This scarf fashion is one which, demanding nonchalance of appearance, needs skilled planning and fixing, and the "hip hankie" which looks to be tied most carelessly usually proves itself to be fixed by a master hand.



All these delightful appendages are described in detail by Joan.

THE WORLD OF SPORT

CORRESPONDENCE.

THAT DISALLOWED GOAL.

[To the Editor of the Hongkong Telegraph.]

Sir,—In reference to "Wanderer's" report of the Kowloon match on Saturday, in which he argues that a disallowed goal should have been given, I was present and being behind the goalmouth, had a good sight of the goal which Mr. Phillips gave offside.

The decision, in my opinion, was quite correct. When the ball rebounded from the cross-bar the goalkeeper was out leaving one back in goal; therefore, Ng Kam-chuen was on the goal-line at the same time the kick was taken and in an offside position. Mr. Phillips blew before the ball entered the net; therefore he was justified in giving offside with only one back between Ng Kam-chuen and the goal.

As regards the referee, Mr. Phillips is quick in all his decisions, is a quick follower of the ball and player. He is very fair in all his rulings, misses very little, and we should have better football and more sportsmen taking up the game instead of criticising the referee.—Yours etc.

ONLOOKER.

[Even the best of referees makes a mistake at some time or other and, beyond the incident referred to, Mr. Phillips gave very little cause for criticism. His control of the game was as good as I have seen for some time. I was, however, surprised, and this is by the way, to see that he declined to reply to criticism of his decision in correspondence in a contemporary this week.

With due respect to Mr. Phillips and "Onlooker," however, I have seen no reason to alter my mind about the goal in question, and I must say that the letter above is of little assistance in clearing the matter up. I still regard the decision as an impossible one, because at no time was any Chinese player in front of the ball.

My view was this. Ng Kam-chuen was (admittedly) inside, in possession, and seeing the goalkeeper out decided to take a shot. He did so, and at the moment of shooting, each one of the Chinese forwards was to my clear view nearer to their own goal-line. The ball struck the crossbar and rebounded into play. Anyone of those five forwards was at all times behind the ball and therefore entitled to run in and shoot into the empty net, irrespective of the position of backs or goalkeeper.

Three players ran towards the ball simultaneously, but Ip Kau got there first and kicked it through. Had he not run, either of the other two was legally entitled to shoot it through. You may take any hypothetical case you like and if the player making the play is inside, and his confederates at all times keep behind the ball, then they cannot be offside even presuming the backs are in their opponents half and the goalkeeper is among the missing.

I am only in dispute with "Onlooker" as to the facts when he states that Ng Kam-chuen was on the goal-line.

Ng Kam-chuen made the shot and waited to see its effect. If he was able to get from his shooting position to the goal-line in the time it took Ip Kau to dash in and score, then he should take up sprinting for he beat the 30 yards "world's record" last Saturday.—"Wanderer."

To celebrate the completion of two new cottages and a number of farm buildings on a small holding which he recently acquired close to his house at Churt, Mr. Lloyd George entertained to luncheon the thirty workmen who for the past few months have been engaged in this work. It was on this small holding that the famous marrow weighing 44 lb. was grown, which Mr. Lloyd George presented to Thrusley Church for their harvest festival.

SERVICES BRILLIANT RECOVERY.

SHANGHAI NEEDING 77, COLLAPSE.

SENSATIONAL MATCH DRAWN.

A magnificent innings by Capt. Bridgland, who went out in the morning with the score at 24 for one wicket, and defied the Shanghai bowling until 177 runs were on the board, his own contribution being a starling 90, followed by sensational bowling by Col. Cantrell and Capt. Dobbie, enabled the United Services to force a draw against the visitors yesterday.

When stumps were drawn the Services had a fighting chance of victory, seven Shanghai wickets having fallen for 44 runs.

At tiffin time the United Services had scored 68 runs for the loss of four wickets, and appeared to be well beaten. Dobbie and Bridgland added 86 for the fifth wicket, which fell at 123, Bridgland and Lightfoot added 49 for the sixth, Lightfoot being out in a curious way, a drive by Bridgland hitting his stumps whilst he was out of his crease, and he was given "run out." Bridgland did not survive to add anything further, Barrett holding a hot one at the third attempt.

The last three wickets put on 33 runs, and Shanghai needed 77 to win in 75 minutes, a task which should not have been beyond them.

Leach, however, was bowled, or at least played on, with the first ball, Burn and Dr. Morris carried the score to 23; when Burn was out, Mansell-Smith was dismissed at 28; Isaacs at 31, Morris at the same score, O'Hara was clean-bowled at 44, and Stokes was caught behind the wicket without any addition.

Stumps were then drawn with Capt. Barrett 3 not out.

The collapse was not due to any attempt by Shanghai to force the pace, but to really brilliant bowling. Failing light caused abandonment at about five o'clock. Shanghai would probably have won, because Barrett was well set, and Divecha is a player who can keep his end up almost indefinitely. Had Dobbie, however, held a return from Barrett when the latter had scored six, a different story might have been told.

Scores:

United Services—1st Innings.

LT.-Com. Armitage, b Isaacs	7
Pay-Lt. Hussey, c Morris, b O'Hara	16
Capt. Bridgland, c Morris, b Isaacs	10
Capt. E. W. Morris, c and b O'Hara	12
Capt. Dobbie, c Burn, b O'Hara	28
LT. Sturge, c Stokes, b O'Hara	10
Capt. Evers, c Morris, b O'Hara	0
Major Lightfoot, not out	15
LT. Sillicote, b O'Hara	1
LT. Col. Cantrell, b Mansell-Smith	24
Extras	6
Total	134

Bowling Analysis.

	O.	M.	R.	W.
Isaacs	13	3	27	2
Mansell-Smith	7.2	2	29	1
O'Hara	23	9	46	6
Leach	16	7	23	1
Divecha	2	1	3	—

Shanghai—1st Innings.

D. W. Leach, b Dobbie	12
M. J. Divecha, run out	25
Capt. E. I. M. Barrett, run out	133
Dr. H. H. Morris, b Lightfoot	0
Mansell-Smith, st. Venn, b Dobbie	2
D. C. Burn, run out	11
L. J. Stokes, l. b. w. Dobbie	0
W. E. O'Hara, c Cantrell, b Dobbie	20
P. Madar, l. b. w. b Dobbie	5
J. A. Isaacs, b Dobbie	33
E. Barnes, not out	0
Extras	24
Total	263

Bowling analysis.

	O.	M.	R.	W.
Cantrell	22	5	72	0
Dobbie	27.2	6	83	0
Sturge	3	0	12	0
Sillicote	5	2	27	0
Lightfoot	7	0	25	1
Evers	8	0	25	0

United Services—2nd Innings.

LT.-Com. Armitage, b Isaacs	29
Pay-Lt. Hussey, c O'Hara, b Mansell-Smith	5
Capt. Bridgland, c Barrett, b O'Hara	60
LT. Col. Cantrell, b Isaacs	2
Capt. Morris, c Barnes, b Isaacs	0
Capt. Dobbie, b Isaacs	20

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day—

Banks.

Hongkong, \$1170 b.
Chartered, Bank, £21 b.
Morantillo A. & B., £202 n.
Morantillo C., £13 n.
P. and O., £91 b.
East Asia, \$84 n.

Marine Ins.

Canton Ins., \$630 b.
China Underwriters, \$1.45 s.
North China, Tls. 145 n.
Union Ins., 297 s.
Yangtze Ins., \$45 b.
Fire Ins.
China Firs, \$200 b.
Hongkong Fire, 617 b.

Shipping

Douglases, \$29 s.
Steamboats, \$271 b.
Tugs, \$11 b.
Indo-Chinas, (Prof.) \$32 b.
Shell Trans., 90/- n.
Star Ferries, \$611 sa.
Waterboats, \$15 b.

Refineries.

China Sugars, \$271 n.
Malabons, \$36 n.

Mining.

Benguets, \$1.50 n.
Kailans, 38/- s.
Langkats, Tls. 27 n.
S'hai Exploration, Tls. 4.50 b.
Shanghai Loans, Tls. 9.00 b.
Raub, \$4 n.
Tronoha, 88/- n.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharves, \$123 s.
Whampoa Docks, \$594 n.
Hongkows, Tls. 175 b.
New Engineering, Tls. 6.60 b.
Shanghai Docks, Tls. 126 b.

Lands, Hotels, etc.

H. and S. Hotels, \$9.75 sa.
H.K. Lands, \$63 s.
Realty, \$6.15 b.
Territorials, \$4 s.
Humphreys, \$15.50 s.
Princes Bldgs, \$89 n.
Rural Lands, \$13 n.

Cottons.

Ewos Cottons, Tls. 10.15 b.
Oriental, Tls. 3.10 b.
S'hai Cottons, Tls. 54 b.

Buses, Trams.

China Buses, \$91 b.
Tramways, \$24.15 b.
Peak Trams, (old) \$157 n.
Spore Traction, 15/- s.
Taxis, \$2 s.

Miscellaneous.

Amusements, \$15.25 b.
Canton Ice, \$5 n.
Cements (Comb.), \$111 s.
China Lights, \$19 s.
China Prov., \$5.25 b.
Constructions, \$1.60 b.
Dairy Farms, \$19 n.
Der A. Wing, \$6 n.
H'kong Electric, \$612 b.
Macao Electric, \$35 n.
Ropes (Comb.), \$26 s.
Lane Crawford, \$8 n.
Mackintosh, \$191 n.
Sinceres, \$91 s.
United Asbestos, \$20 s.
Watsons, \$14 s.
Powells, \$61 n.

The Mixed Commission of employers and men of the mechanical construction industry in Belgium granted an increase in wage of 5 per cent., to date from October 15.

Major Lightfoot, run out	21
LT. Sturge, not out	18
Capt. Evers, c Morris, b Mansell-Smith	1
Rev. Venn, l. b. w. Isaacs	14
LT. Sillicote, b Mansell-Smith	5
Extras	4
Total	210

Bowling analysis.

	O.	M.	R.	W.
Isaacs	16	2	52	5
Mansell-Smith	17.4	2	86	8
O'Hara	13	4	37	—
Leach	11	3	31	—
Divecha	4	0	30	1

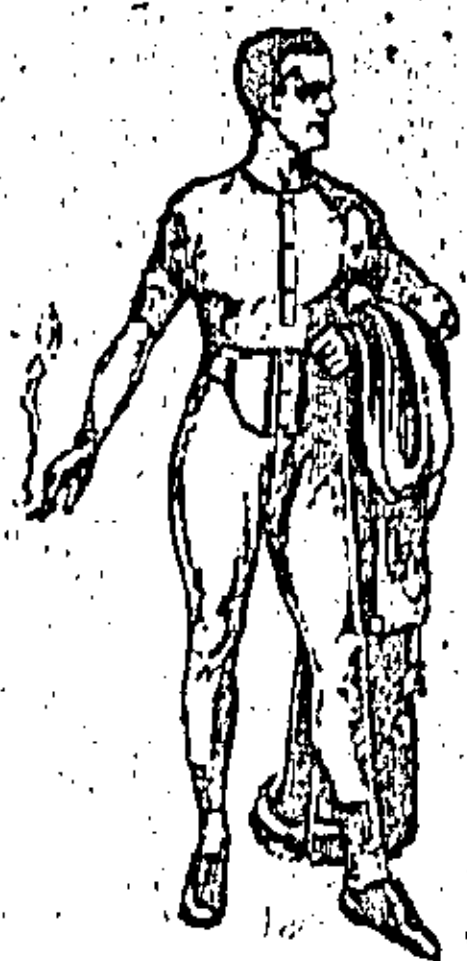
Shanghai—2nd Innings.

D. W. Leach, b Cantrell	0
D. C. Burn, c Venn, b Cantrell	12
Dr. H. H. Morris, run out	16
W. Mansell-Smith, c Venn, b Dobbie	1
J. A. Isaacs, b Cantrell	2
Capt. E. I. M. Barrett, not out	2
Dr. O'Hara, b Dobbie	4
L. F. Stokes, c Venn, b Dobbie	0
M. J. Divecha, not out	0
Extra	1
Total (for 7 wks.)	44

Bowling analysis.

	O.	M.	R.	W.
Cantrell	13	4	24	3
Dobbie	13	8	18	8
Evers	1	—	—	—

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HOCKEY.

BORDERERS BEAT THE CLUB.

The K.O.S.B. hockey team succeeded in defeating the Hongkong Hockey Club's "A" team in a match played last evening, the final score being three goals to nil.

The first goal was scored about midway through the first half as the result of a penalty corner, the Borderers' centre-forward putting in a splendid shot which gave Nicholls no chance.

About ten minutes after resumption the Borderers secured a second goal, and a few minutes later another hard shot from their centre-forward left Nicholls helpless. Towards the close, the Club pressed hard, but were kept from scoring. The game was much more even than the score would denote. Lloyd, for the Club, played a really splendid game.

CANTON NEWS.

U. S. ADMIRAL'S VISIT.

A communique issued by the Canton Information Bureau under date of yesterday:

The assumption of the post of Commander of the 20th Revolutionary Army by Yang Sen, the Szechuan military leader, will, it is believed here, make a profound change in the situation in Szechuan province. It is believed that he will use his 20,000 soldiers for operations west of Hupeh. Bandit suppression work in Kwangtung province is reported to be proceeding smoothly, many interior districts having been rid of bandit bands.

U. S. Admiral Williams, of the China Fleet, with Mrs. Williams, who arrived here on Thursday on an unofficial visit, spent the first day in visiting the city, and the second day at the Yellow Flower Hill, where are buried the seventy-two martyrs. Admiral Williams expressed great interest in the signs of progress in Canton and environs.

UNITED SERVICES FOOTBALL TEAM.



Above is the United Services football team, which defeated The Rest on Armistice Day by three goals to two. (Photo: A. Hing.)

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$40,000,000
Landed and Fully Paid-up\$20,000,000
Reserve Fund\$20,000,000
Sterling\$4,500,000
Silver\$1,000,000

Reserve Liability of Proprietors\$20,000,000

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Yokohama

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th May, 1926.

HONGKONG SAVINGS BANK.

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FOR THE HONGKONG SHANGHAI BANKING CORPORATION,

A. H. BARLOW, Chief Manager.

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HEAD OFFICE, HONGKONG.

Established 1912.

Authorized Capital\$10,000,000

Paid Up Capital\$1,000,000

Silver Reserve Fund\$ 700,000

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London, Lyons, Manila, Peking, Penang,

Rangoon, Rotterdam, Shanghai, Singapore,

Sourabaya, Swatow, Tientsin, Yokohama.

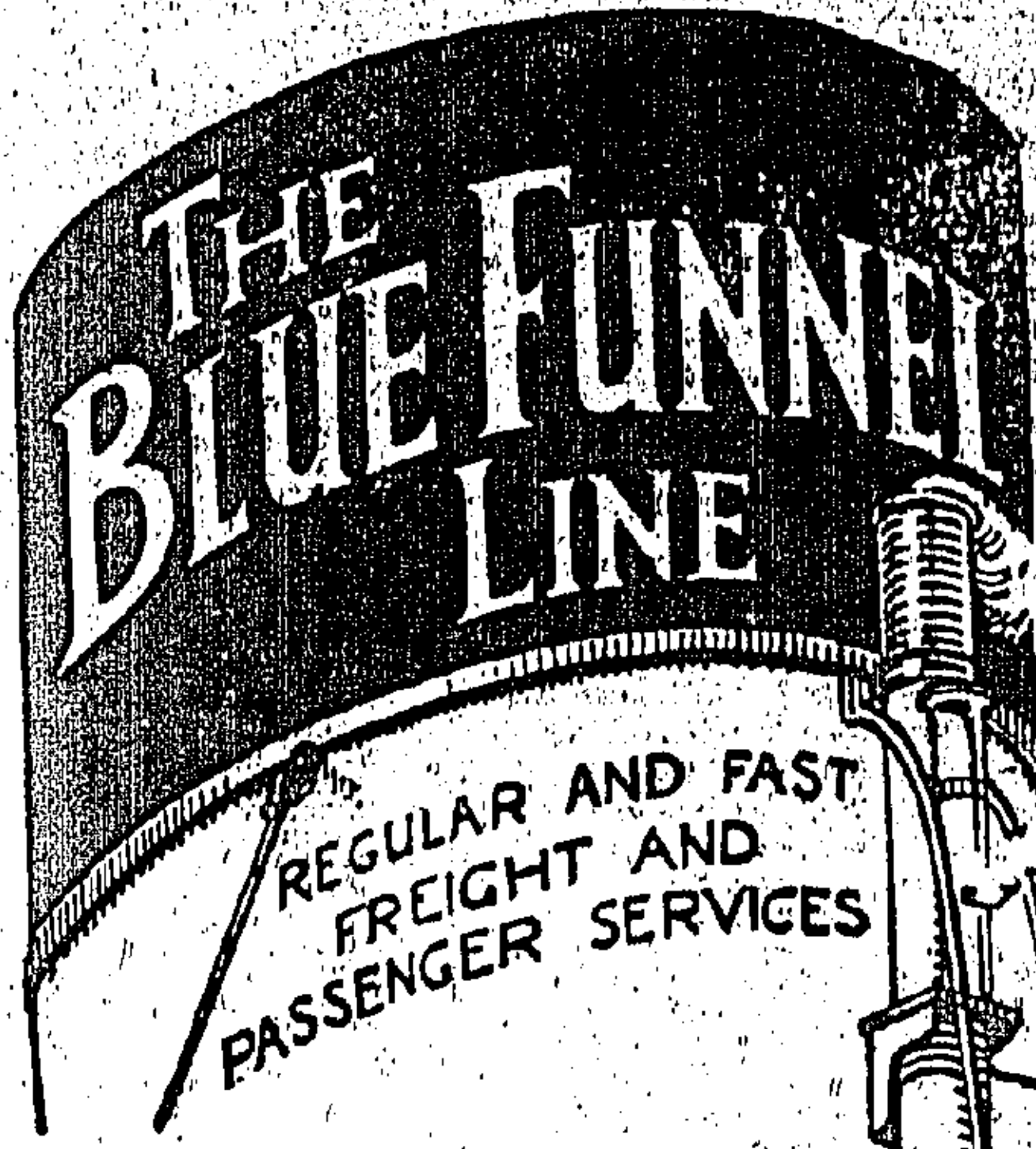
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J. C. HAASSEN, Acting Manager.

Hongkong, 22nd May, 1926.

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"PYRRHUS" 30th Nov. M'sles, L'don, Hull, R'dam & H'burg
 "HECTOR" 15th Dec. M'sles, L'don, R'dam & Glasgow
 "AUTOLYCUS" 23rd Dec. M'sles, L'don, R'dam & H'burg
 "AENEAS" 11th Jan. M'sles, L'don, R'dam & Glasgow

LIVERPOOL SERVICE

"BELLEROPHON" 1st Dec. Genoa, Havre, Liverpool & Glasgow
 "TITAN" 18th Dec. Genoa, Havre, Liverpool & Glasgow
 "DOLIBUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA
 "PROTEUS" 25th Nov. Victoria, Vancouver & Seattle
 "TALITHA" 15th Dec. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"VANOTSE" 17th Dec. New York, Boston & Baltimore

PASSENGER SERVICE

"HECTOR" 15th Dec. Singapore, M'sles & London.
 "AENEAS" 11th Jan. Singapore, M'sles & London.
 "SARFEDON" 9th Feb. Singapore, M'sles & London.
 "PATROCLUS" 8th Mar. Singapore, M'sles & London.

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Tjikini	Java	In Port	25th Nov.	Amoy, S'hai
Tjikobas	Macassar	21st Nov.	23rd Nov.	Swatow
Tjikarong	N. China	24th Nov.	26th Nov.	M'ksar & Java
Tjikembang	Batavia	28th Nov.	1st Dec.	Shanghai
Tjikondari	Shanghai	29th Nov.	2nd Dec.	Batavia
Tjikmanok	Java	7th Dec.	10th Dec.	Amoy, S'hai
Tjikboet	N. China	8th Dec.	10th Dec.	Batavia
Tjikarang	Batavia	12th Dec.	16th Dec.	Shanghai
Tjikembang	Shanghai	13th Dec.	16th Dec.	Batavia
Tjikini	N. China	22nd Dec.	24th Dec.	M'ksar & Java
Tjikarang	Shanghai	27th Dec.	30th Dec.	Batavia

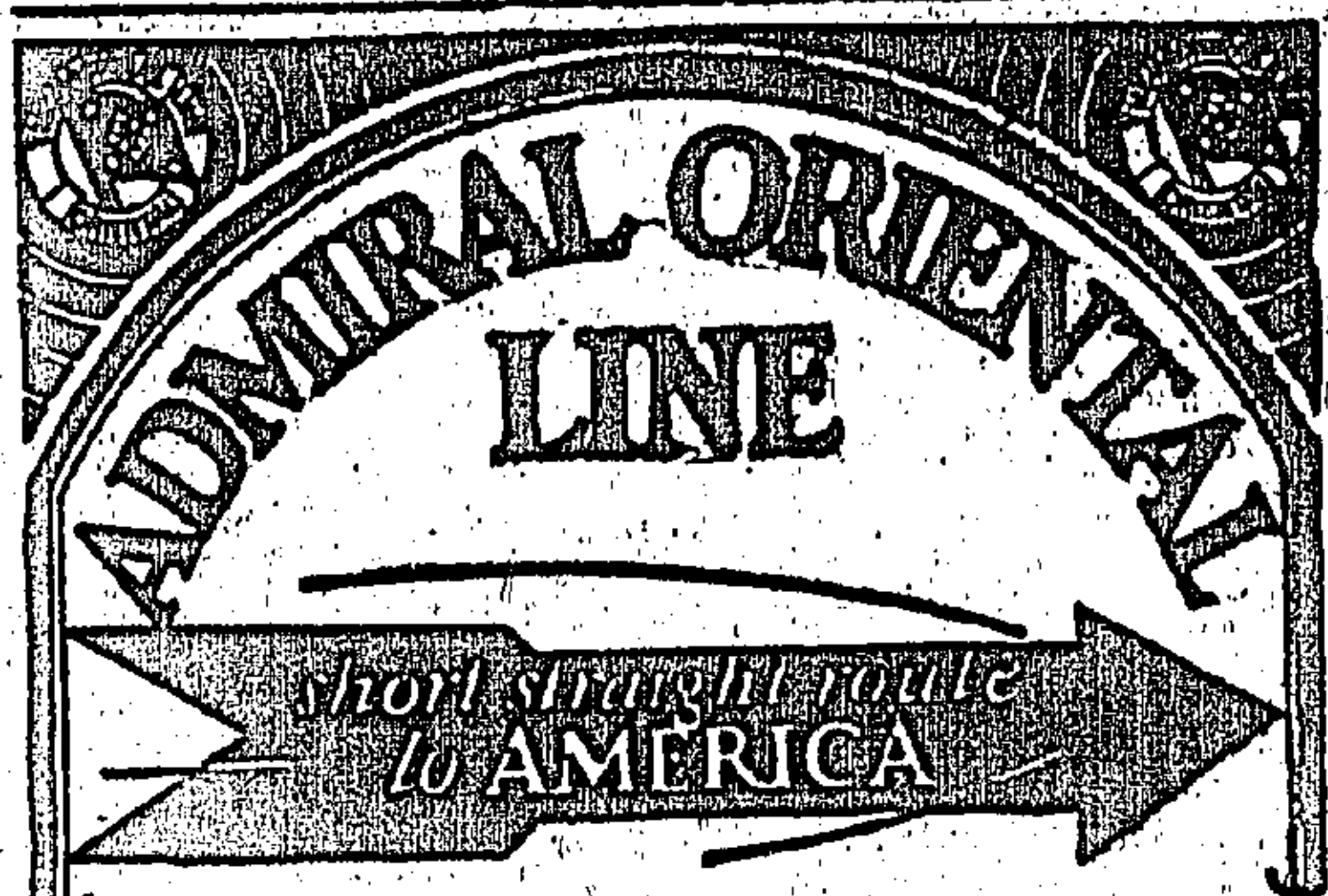
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†Via Batavia

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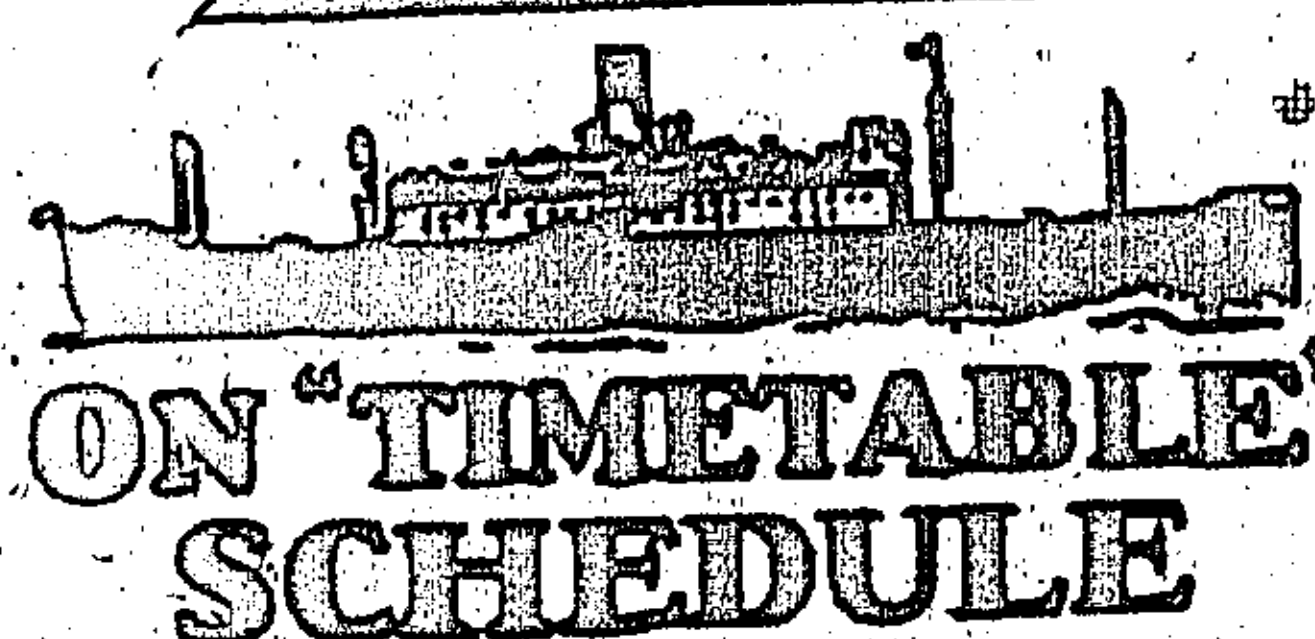
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 S.S. "PRESIDENT JACKSON" Nov. 28th, 5.00 p.m.
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EMPEROR OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPEROR OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPEROR OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPEROR OF ASIA	May 14	May 17	May 20	May 23	May 29
EMPEROR OF CANADA	June 4	June 7	June 10	June 13	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 28

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Destination.	Steamer.	Sailings.
BANGKOK via Swatow	Chaksang	Sun. 21st Nov at 9 a.m.
CANTON	Cheongshing	Tues. 23rd Nov at 6 a.m.
SHANGHAI via Swatow	Tingsang	Tues. 23rd Nov at 10 a.m.
CANTON	Hopsang	Fri. 26th Nov at 6 a.m.
TSINGTAU Swatow S'hai Kwaisang	Fri. 26th Nov at 10 a.m.	
TIENSIN	Cheongshing	Fri. 26th Nov at noon.
STRAITS & Calcutta	Fooksang	Satur. 27th Nov at 3 p.m.
BANGKOK via Swatow	Hopsang	Tues. 30th Nov at 10 a.m.
HAIPHONG via Hoibow	Mingsang	Thurs. 2nd Dec at 10 a.m.
STRAITS & Calcutta	Kutsang	Fri. 3rd Dec at 3 p.m.
SANDAKAN	Hinsang	Tues. 7th Dec at 2 p.m.
TIENSIN	Chipsang	Wed. 8th Dec at noon.
KOBE	Hosang	Satur. 11th Dec at 7 a.m.
SANDAKAN	Mangsang	Wed. 22nd Dec at 4 p.m.
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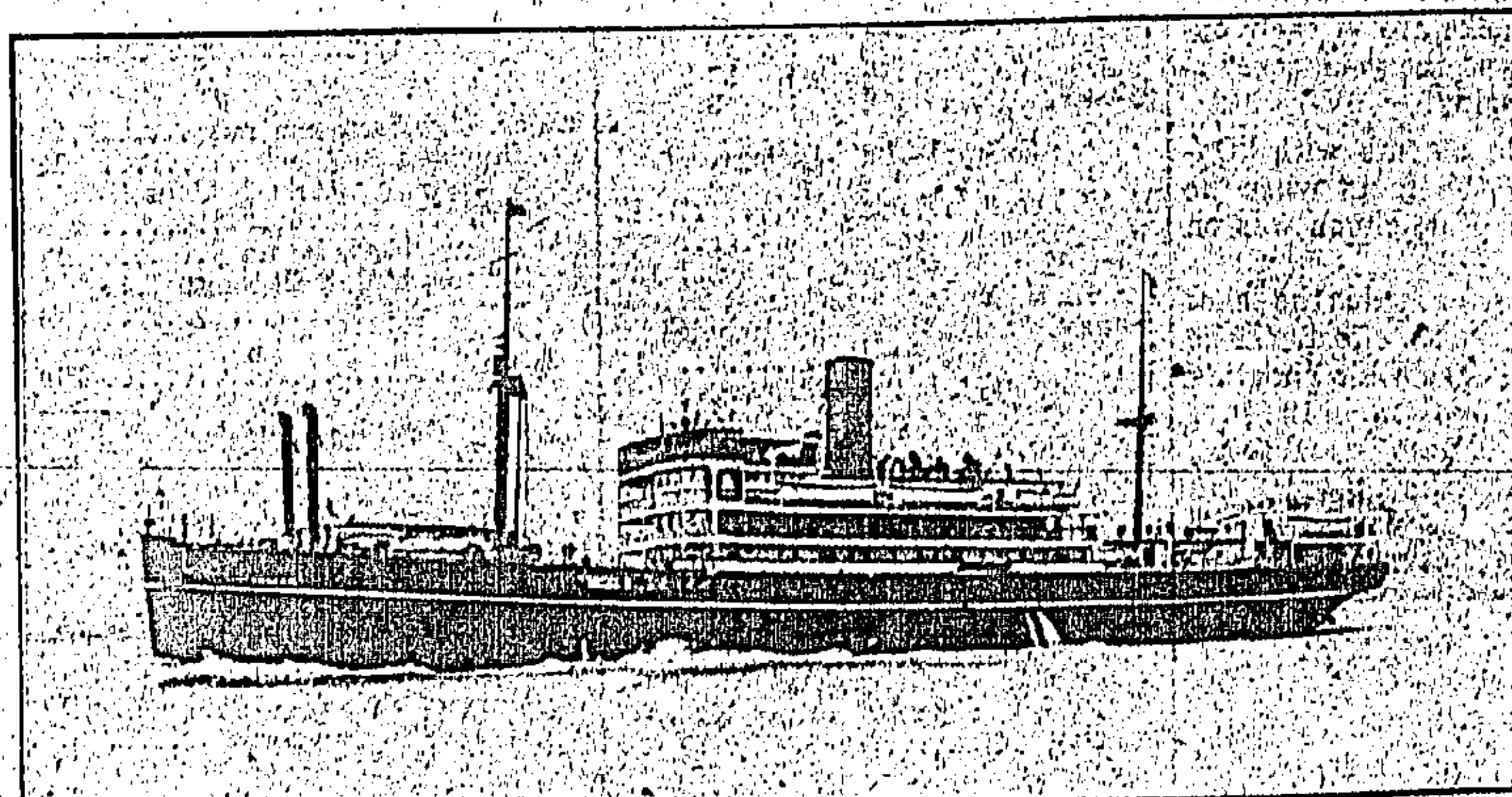
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KARMALA	9,128	27 Nov. noon	M'les, Oasa Blanca, L'don Antwerp
DELTA	8,097	9th Dec.	S'pore P'ang C'bo & B'bay
MACDONIA	11,089	11th Dec.	Marseilles & London
NELLORE	6,852	23rd Dec.	S'pore Penang & Koho
KHIVA	9,135	25th Dec.	M'les L'don & Antwerp
MIRZAPORE	6,718	3rd Jan.	M'les L'don H'burg & Rotterdam
NYANZA	7,023	6th Jan.	S'pore P'ang C'bo & B'bay
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les, L'don & A'werp
DEVANHA	8,155	23rd Jan.	S'pore, P'ang C'bo & B'bay
MOREA	10,918	5th Feb.	Marseilles & London
DELTA	8,097	18th Feb.	S'pore P'ang C'bo & B'bay
KASGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,000	29th Nov.	S'pore, Penang & Calcutta
TALMA	8,018	3rd Dec.	S'pore, Penang & Calcutta
TALMA	10,000	16th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	2nd Dec.	(Manila, Sandakan, Thurs.)
ST. ALBANS	4,500	31st Dec.	Island, Townsville, B'hane.
*ARAFURA	6,000	28th Jan.	Sydney and Melbourne.

*Calls at Kolambagan
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.
Frequent connections from Australia with the following:
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The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KHIVA	9,135	22 Nov. 4 p.m.	Shanghai, Moji & Kobe
MACDONIA	11,089	26th Nov.	Shanghai
TALMA	10,000	27th Nov.	Kobe
SHIRALA	7,841	5th Dec.	S'hai, Moji, Kobe & Osaka
ST. ALBANS	4,500	7th Dec.	Moji, Kobe, Osaka & Yokohama

All dates are approximate and subject to alteration without notice, WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
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EXCELLENT & Most Up-to-Date Fleet & Grounds. Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
CHANGTE	10th December	17th December
TAIPING	6th January	14th January
CHANGTE	8th February	15th February

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

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via Manila, Hilo, Sandakan, Balikpapan & Rahau.

S.S. "CALULU"

Sailing on or about 26th November, 1926.

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Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.
S.S. SIMALOE ... 26th November.
S.S. OLDEKERK ... 25th December.

Arrivals From Europe.

S.S. GEMMA ... 14th December.
S.S. ZOSMA ... 11th January 1927.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to JAVACHINA JAPAN LYN.

Tel. Central No. 1574. Agents, York Building

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
"SIBERIA MARU" ... Monday, 29th Nov. at noon.
TAIYO MARU ... Sunday, 2nd Jan.
*Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama
ANYO MARU ... Thursday, 25th Nov. at noon.
BOKUYO MARU ... Friday, 17th Dec.

MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.
KATORI MARU ... Sunday, 21st Nov. at 5 p.m.
ATSUTA MARU ... Saturday, 4th Dec.
KASHIMA MARU ... Saturday, 18th Dec.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... Wednesday, 24th Nov. at 11 a.m.
TANGO MARU ... Wednesday, 22nd Dec.

NEW YORK and/or BOSTON via PANAMA.
ATAGO MARU ... Monday, 29th Nov.
TAKAOAK MARU ... Tuesday, 14th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town.
WAKASA MARU ... Sunday, 20th Nov.
KAWACHI MARU ... Sunday, 26th Dec.

BOMBAY via Singapore & Colombo.
TOKUSHIMA MARU ... Saturday, 27th Nov.
SADO MARU ... Saturday, 11th Dec.

CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... Sunday, 21st Nov.
MURORAN MARU ... Wednesday, 1st Dec.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Saturday, 18th Dec.

SHANGHAI, KOBE & YOKOHAMA.
MALACCA MARU (Moji direct) ... Sunday, 28th Nov.
SUWA MARU ... Monday, 29th Nov.

TAMBA MARU ... Monday, 29th Nov.
INDIA MARU ... Wednesday, 1st Dec.

For further information apply to—NIPPON YUSEN KAISHA. Tel. Central Nos. 292, (private exchanges to all Depts.)

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JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 a.m. Sunday
Sailings from Canton: Daily, at 8 a.m. (No Sailings)

ADDITIONAL SAILINGS.

Saturday 20th Instant s.s. "TAISHAN" will leave for Canton at 3 A.M. and from Canton at 3 P.M. same day.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSION.

On Sunday 21st Instant s.s. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

DODWELL & CO., LTD.**NEW YORK BERTH.**

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUM).
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REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class 272. 10. 0d. "B" Class 266. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" Sails on or about 9th December.
M.V. "ROMOLO" Sails on or about 6th Jan. 1927.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ESQUILINO" Sails on or about 10th December.
S.S. "VENEZIA" Sails on or about 7th Jan. 1927.
M.V. "ROMOLO" Sails on or about 4th Feb. 1927.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMZUMBI" Sails from Calcutta End of Dec.
S.S. "UMSINGA" Sails from Calcutta 21st Jan. 1927.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—DODWELL & CO., LTD. Telephone Central 1080. Agents.

M. M. MESSAGERIES MARITIMES**SERVICES CONTRACTUELS.**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at Hkg. and Sailing for S'hai & Japan	Prob. Sailing from Hkg. for M'les.
CHAMBORD			23rd Nov.
PAUL LECAT			7th Dec.
G. METZINGER	24th Nov.		21st Dec.
AMAZONE	8th Dec.	4th Jan. 1927.	
ANGERS	22nd Dec.	18th Jan. 1927.	

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.00 B Class 1st Class £85.00
Steamers 2nd Class £70.00 Steamers 2nd Class £61.00

Through Tickets to London and Loading Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS).

S.S. "Dr. P. BENOIT" from Dunkirk, L'don, Havre is due to arrive about 22nd December.

For full particulars apply to

Messageries Maritimes Co.

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GLEN AND SHIRE.**JOINT SERVICE OF STEAMERS.**

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
CARNARVONSHIRE	27th Nov.	GARMARTHESHIRE	30th Nov.
GLENSHIEL	9th December.	L'don, R'dam & H'burg via Oran.	
FEMROKESHIRE	26th Dec.	GLENTARA	29th December
GLENIFFER	6th January.	L'don, R'dam & H'burg via Oran.	
GLENOGLE	20th January.	GLENSHIEL	28th January
GLENAMOY	6th February.	L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

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Agents The Glen Line, Ltd.

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AND

AMERICAN & MANCHURIAN LINE

(The S. S. Co., Ltd. & Pootung S. S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CITY OF CAIRO" ... via Suez Canal 3rd Dec.
S.S. "YANGTZE" ... via Suez Canal 17th Dec.
S.S. "COLORADO" ... via Suez Canal 31st Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.
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From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN, and GENOA. The Steamship,

"OLDEKERK" (11) having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.; whence and/or from the wharves delivery may be obtained.

Cargo not cleared by the 24th Nov. 1926, will be subject to rent. All broken, stained and damaged packages are to be left in the godowns, where they will be examined on the 23rd November, 1926, at 10 a.m. by Messrs. Goddard and Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by.

JAVA-CHINA-JAPAN LYN General Agents, Hongkong, 17th Nov. 1926.

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HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

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ASTOR HOUSE HOTEL, PALACE HOTEL;
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RATES:- Daily \$5.00 Upwards
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MODERN TOILET SYSTEM
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SALOON BAR & BUFFET.

Manager's personal attention.

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GLENEALY HOTEL, Telephone C. 980.
(Near Dairy Farm).
"Glenealy" Hongkong, 8 & 4, Glenealy, Splendidly situated, with
a first class Residential and Tourist Hotel. Large airy rooms, Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
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Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans through-
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Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE "EUROPE" HOTEL

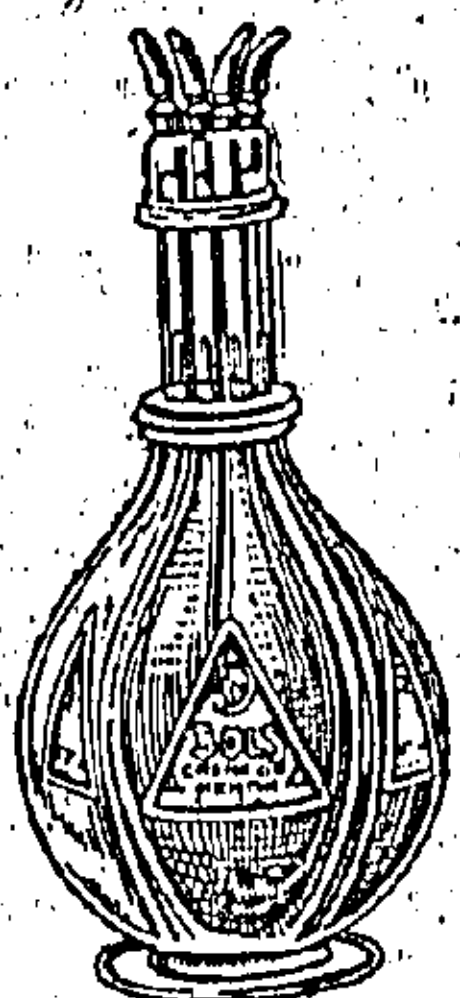
SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL. LTD.

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ERVEN LUCAS
BOLS
QUAD DECANTER

Four Liqueurs in
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A saving of time
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A joy to the eye.

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Take her to the Pictures!

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Victoria, Hongkong.

ST. VINCENT DE PAUL.

SPLENDID WORK OF THE SOCIETY.

The annual report of the Society of St. Vincent de Paul states that the expenditure in 1925 was \$720 over receipts. Grateful thanks are tendered to the public of Hongkong for its generous response to two appeals. The Council also places on record its regret at the death of Sir Paul Chater and Mr. Ho Fook.

The net proceeds were \$14,849 as against \$20,626 in 1924, and in consequence of this decrease the Society has been obliged to curtail its activities, as the following figures show.

	1925.	1924.
Money and provisions	\$8,100.00	\$8,985.14
Rent	2324.18	2,750.02
Clothing and shoes	218.45	263.80
Education	4,097.32	5,419.29

To provide relief to urgent cases and to meet a higher rental for the Home for Aged Poor, disbursements under the following headings were increased.

	1925.	1924.
Medical Aid	\$ 454.40	\$ 363.00
Home for Aged Poor	2,184.83	1,075.44

The Relief Work. From January to September, 1926 visits were made to the poor and 97 families comprising 208 persons, irrespective of race or creed, have been regularly relieved.

Owing to the smaller revenue it has been necessary to reduce allowances in many cases, and to suspend others. The expenditure for the first 9 months of this year was \$5,504.00 as against \$6,308.00, for the same period in 1925.

Owing to a large number of flats becoming vacant, cheaper housing accommodation has been available and there was less assistance sought for from the Society under this heading during the year. The expenditure for the 9 months, January to September, 1926, was \$696.10.

However, on account of dull trade and retrenchment in many business establishments the Society had to come forward on several occasions to the assistance of some poor families in their plight against distraint for rent, and the sum of \$146.00 was spent to relieve such cases.

Besides providing clothing and shoes for the children of the poor, to enable them to attend school, the Society spent during 1925, \$370.44 for blankets and woollen suit lengths, and a special grant of \$88.00 for clothing and umbrellas was made to the orphans at the Blind Home in Shaikwan. These items are accounted for under "special grants."

Central Reference Office. In consequence of the general trade depression the Society had to deal with a larger number of applicants under the heading of Temporary Relief and Passages to Europeans and Other Destitutes from outside the Colony.

Among them there were many who were entire strangers, and it has been difficult for the Society to investigate the merits of such cases. In a few instances the Council co-operated with the Hongkong Benevolent Society and therefore welcomes the scheme of the C.S.F. for the establishment of a Central Reference Office to be financed by the Government and the various charitable Societies, to which all such persons needing assistance should be directed. The scheme will not only prevent over-lapping but assist very much the work of investigation. It is hoped that it will soon be in working order.

The expenditure under this heading was \$988.42 in 1925, while for the first nine months assistance to the extent of \$425.65 had already been given. This included six passages to Shanghai, one to Tientsin, one to Mexico, and a grant of \$200.00 was made to the Hongkong Benevolent Society in co-operation with them in the relief of a distressed family returning to England.

The Society is grateful to some of the Shipping Companies for reduction in their fares.

Education for Poor Children. The Society has always been deeply concerned in the provision of education for the children of the poor.

The Education Sub-Committee organized last year to look after the moral and intellectual improvement of the students, and to provide them with clothes, shoes, stationery, etc., when required, have been working very successfully. One boy and one girl have passed the local University Examinations with distinction.

Besides providing education for 146 children, of whom 63 are receiving an English education, the Society is also maintaining five destitute orphan girls at the Italian Convent, Calne Road; and three boys at the St. Joseph's Seminary, Macao. The Council is grateful to these schools for reduced fees.

The Kallap a vernacular school assisted by the Society for poor Chinese boys at Wanchai, continues to make progress. One of the school rooms is thrown open every evening from 6 to 7.30 to provide a bright and well ventilated place

ROYALTY DUE TO-MORROW.



Above is a happy snapshot of the Crown Prince and Crown Princess of Sweden, who are due here aboard the s.s. Katori Maru to-morrow morning. They will spend only part of a day here, as the vessel by which they leave departs at 5 p.m.

of study for children living in over-crowded tenements, and fifty boys are availing themselves of this facility.

Subsidy Wanted. The Society's expenditure on this school up to 30th September, 1926, was \$938.00. This expense is a heavy drain on the Society's resources, which depend entirely on the uncertain results of each annual Bazaar. It would be a pity to have to curtail, for the lack of funds, the scope of activities of this school. The School Committee have, therefore, applied to the Government, for a subsidy, and the Council hopes that this appeal will meet with sympathetic response.

The Society also pays fees for eleven poor Chinese girls attending the Tack Ying School. This is a new school in Wanchai for Chinese girls, and is doing very useful work in that district.

The object of the employment bureau is to find suitable employment for poor boys and girls on leaving school, and also to assist others who may be out of employment by bringing to their notice particulars of any vacancies.

During the period under review employment was found for four girls and seven young men. Under the care of the Little Sisters of the Poor, 75 old people are now domiciled in St. Joseph's Home for the Aged Poor, Kowloon Tong Home.

The excellent arrangements made with the Tung Wah and Kwong Wah Hospitals whereby the cases of old and entirely destitute persons left in the hands of these hospitals after treatment would be received by the Home, should accommodation be available, have been working very successfully.

Thanks to the generosity of a large number of contributors, and with the aid of the Society, and a grant of \$20,000 from the Government in substitution for the grant of land at Kowloon City, originally offered to the Sisters as a site for a Home, the Little Sisters have been able to buy a property at Ngau Chi Wan, outside Kowloon City, for a permanent Home for the aged. The Council considers it an excellent acquisition.

It would take some time to convert these buildings into suitable quarters for the requirements of a Home. The work of reconstruction is going on, and the Little Sisters are anxious to move in as soon as possible; as, for want of accommodation in the present buildings they have been frequently obliged to refuse admission to many really deserving cases.

The Council wishes to record here on behalf of the Little Sisters their deepest sense of appreciation to Dr. Smalley, Dr. Fehilly and Dr. Ip Kam Wah for their honorary medical treatment of the aged Poor and the Sisters.

The report makes acknowledgment of contributions and subscriptions, and appeals for support when calls are made.

Lord Byng of Vimy, newly returned from Canada, only came back to his home, Thorpe Hall, Thorpe-la-Soken, Essex, on Thursday, and on the Friday night the mansion was visited by burglars and a quantity of jewellery and other articles stolen. Lord Byng made the discovery on retiring at night, when he found an upstairs window open.

EMPIRE ISSUES.

(Continued From Page 1.)

rans to New Zealand have been agreed upon. Southern Rhodesia is considering co-operation with Britain for reduced passages to there. Canada's 3,000 families scheme has proved a conspicuous success and there was general agreement in Committee, that this form of settlement should become a permanent feature of joint Overseas Settlement policy of the Governments of Britain and Canada. Measures to ensure success were approved under the Anglo-Australian \$34,000,000 scheme for assisting 1,000 families to settle there in a period of four years.

EMPIRE FILMS.

The report on the exhibition within the Empire of Empire cinematograph films, which was also approved by the Conference, recommended, with a view to correcting the present preponderance of foreign films, that the following remedial measures be considered by the various Governments. Effective customs duties on foreign films, whether accompanied by a change in the basis on which duties are payable, or otherwise; ample preference or free entry for films produced within the Empire; and the imposition of requirements as to renting or exhibition of a minimum quota of Empire films.—British Wireless.

The B. I. steamer Talma, which left Singapore yesterday, is due here on the 26th instant at 7 a.m.

HONGKONG JOCKEY CLUB.

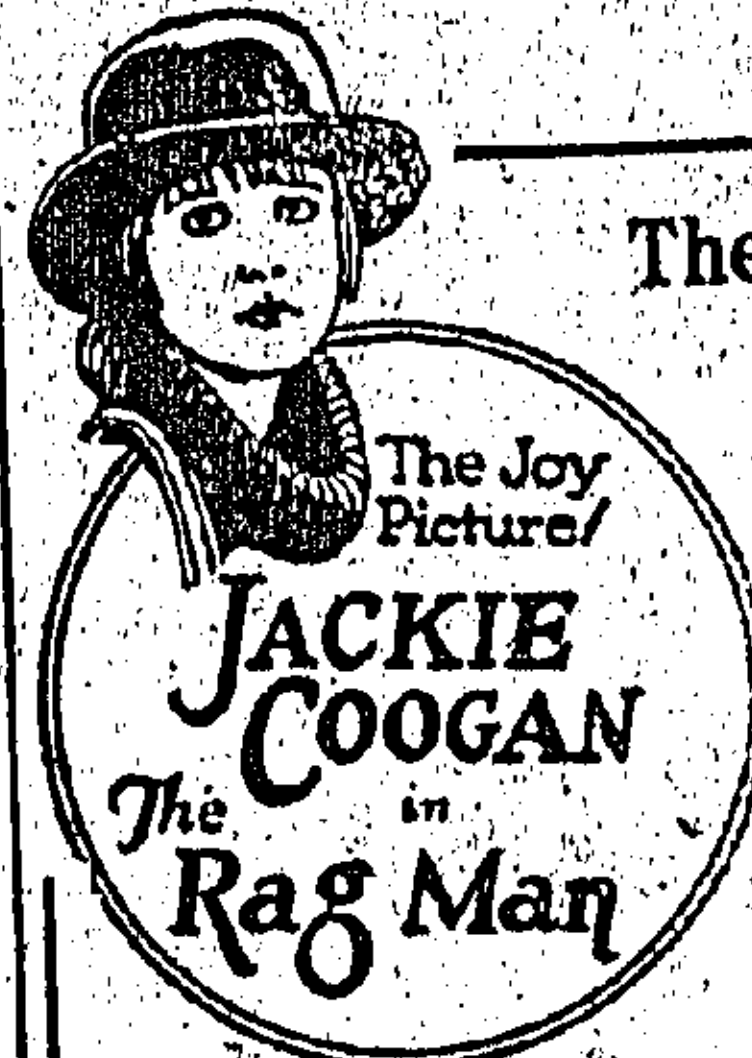
The Sixth Extra Race Meeting will be held (weather permitting) at Happy Valley, on Saturday 27th November, 1926, at 2.30 p.m. The first ball will be rung, at 2 p.m. The charge for admission to the Public Enclosure will be \$1.00 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis at \$5.—each up to Friday 26th November 1926.

The charge for admission for Ladies to the Members' Enclosure will be 2.—Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Entertainments.



The kid is back again in just the kind of role that made him famous

TO-DAY
ONLY
— at the —

QUEEN'S

2.30 7.15
5.15 WORLD 9.15

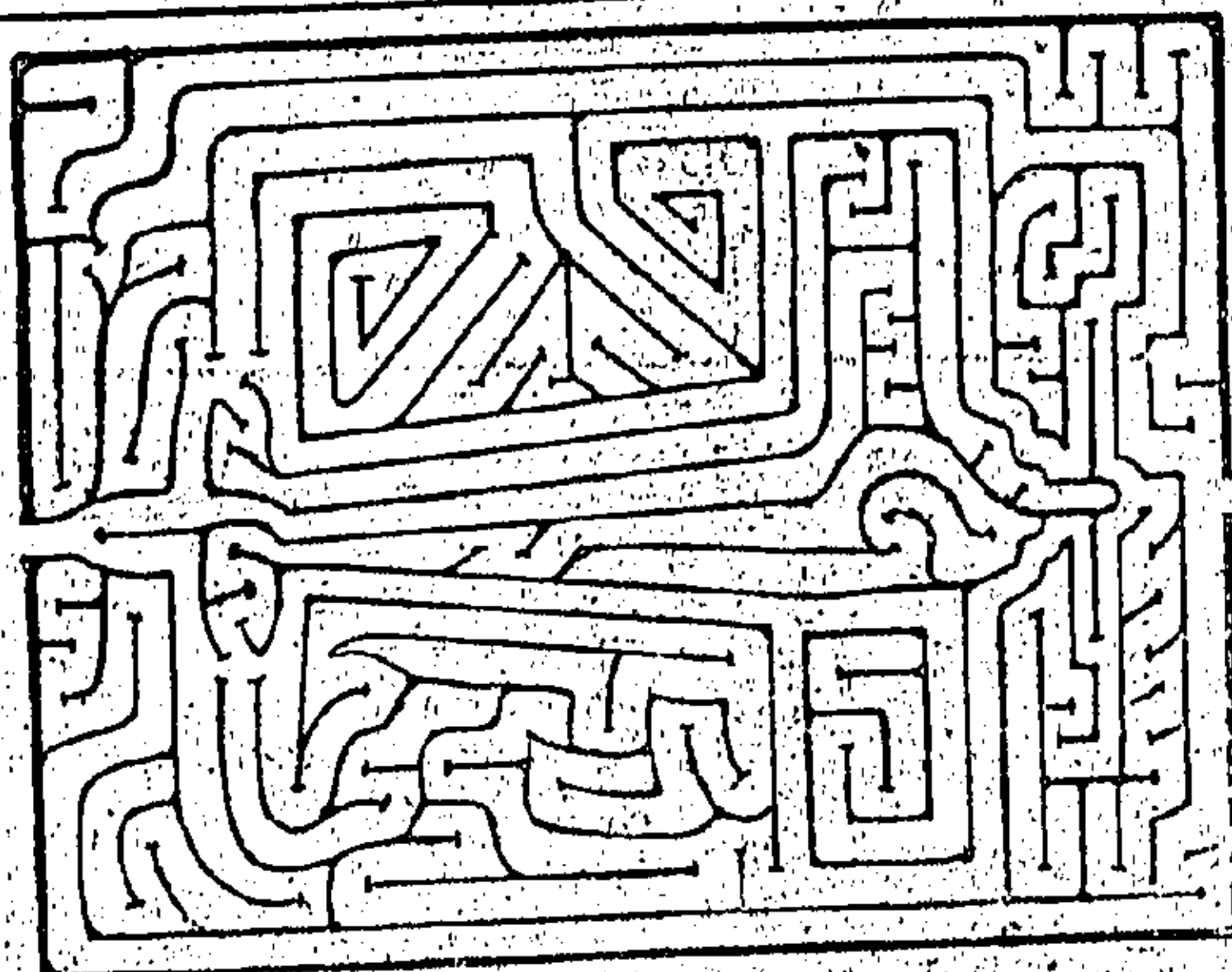
William J. Locke's famous story
The Tale of Triona
filmed as
THE FOOL'S AWAKENING

TOM MOORE
and
EDITH ROBERTS
in
ON THIN ICE
— STAR —

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FOR FLOORS AND WALLS
Let us quote for your requirements.
Samples of any type of tiles sent on request.
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By WALTER B. GIBSON



There are two entrances to this mystic maze.

If you pick the right one you will be able to find your way in and out through the passageways and back to your starting point without meeting an obstruction.

When you have discovered the correct course, the line you have made will form the outline of a picture. Fill in the outline with a pencil and you will have the completed picture.

Watch for the hidden picture as you go along, and you will see the outline develop as you progress. The day's picture has something to do with man's speediest means of locomotion.

Last Saturday's picture—The Redhead.